

small air forces observer

vol. 26 no. 4 (104)
December 2002

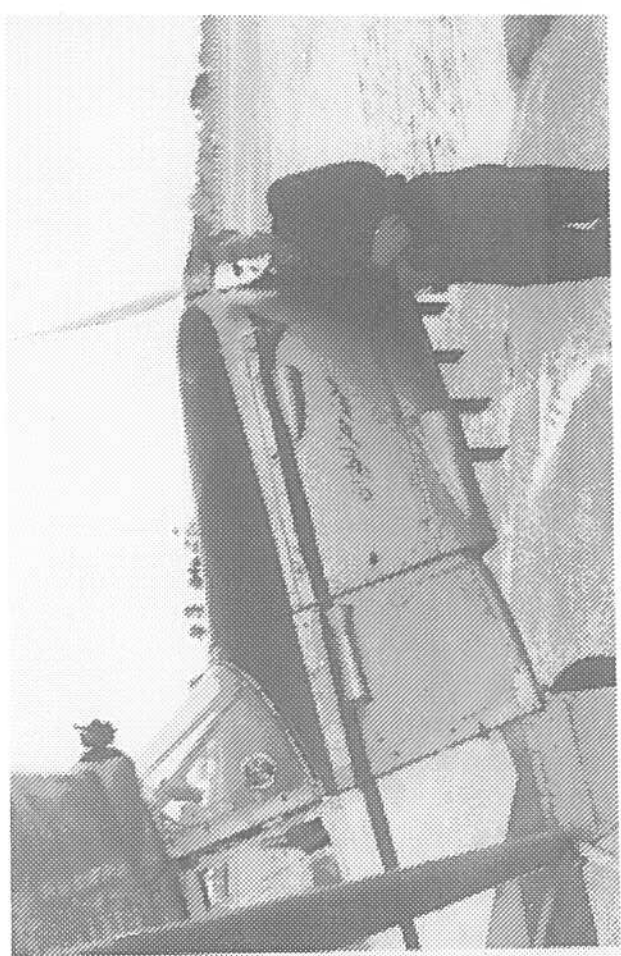
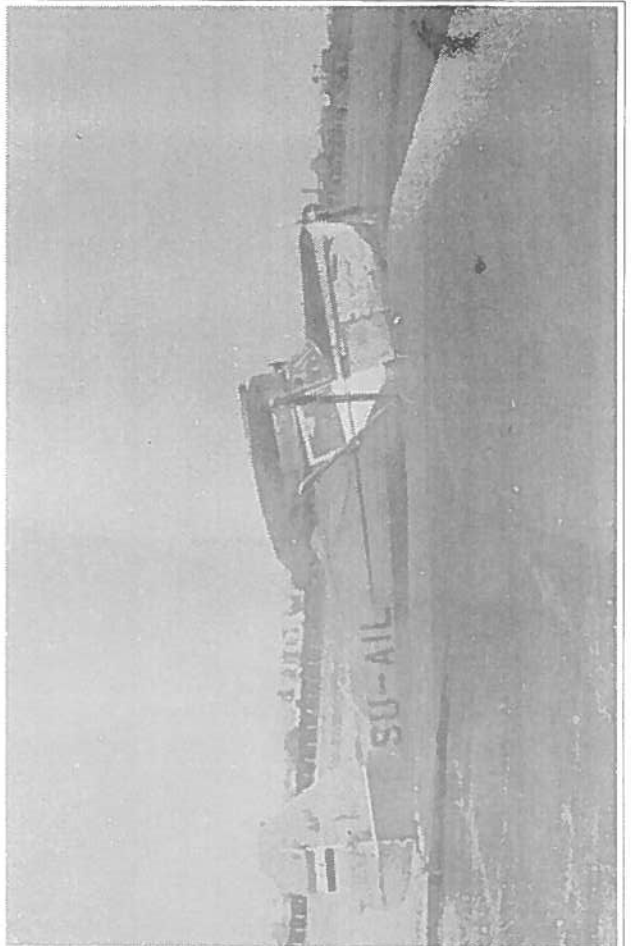
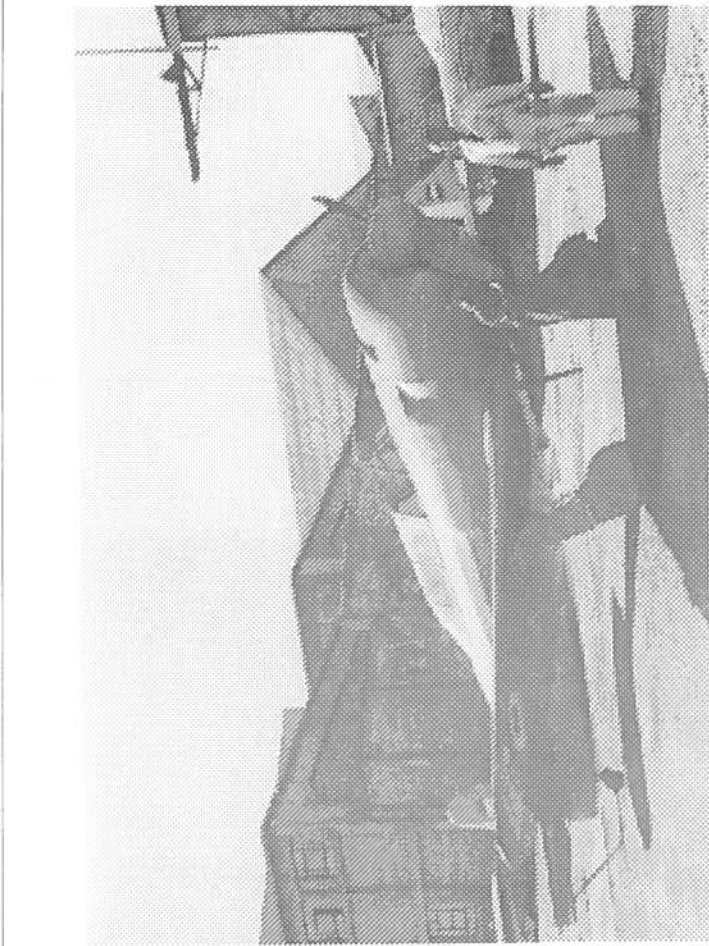
US \$5.00



Uruguayan Avro 504 & T-6
Mexican & Honduran PT-17
RAAF Gloster Gladiators
United Nations Aircraft
Ecuadoran Turbo Mentor
RAF Museum's Harvard
Antonov An-14

vol. 26 no. 4 (104)

December 2002



SMALL AIR FORCES OBSERVER

The Newsletter of the Small Air Forces Clearing House
E-Mail: saf@redshift.com

Contents

Abstracts	112
Aero Journal (Wentzel)	114
Wants & Disposals	114
RAAF Gladiators (Crawford)	115
United Nations Aircraft (Thornberg)	120
RNZAF News (Adams)	121
Ecuadoran T-34C (Delgado)	122
Antonov An-14 (Cance)	124
Uruguayan Avro 504 (Cervaz, et al)	125
Uruguayan T-6 (via Kuhn)	127
Mexican PT-17 (Delgado)	128
Honduran PT-17 (Delgado)	129
Books	130
Magazines	133
Kits (Piper Super Cub)	135
Decals (F-86D & Su-7)	136
Letters	137
NEIAF Martin Bombers (McGregor&Baker)	138

SAFO EDITORIAL POLICY: The purpose of the SAFCH is to "promote interest in the history and modeling of the aircraft of the smaller countries". In support of this goal, the SAFCH encourages international cooperation in researching aviation history, both military and civil, from all periods of time, and for all the smaller countries. In return for this support, members are asked to submit occasional progress reports for publication in the SAFO. While the final results should appear in the most prestigious publication possible, it is requested that the SAFCH be mentioned (with address) in the article and that SAFO be afforded the opportunity of reprinting the material. Article published in SAFO can be reprinted provided permission of the author is obtained and the SAFO is identified in the reprint.

SUBSCRIPTION RATE: Subscription to the current volume of the SAFO is US \$16.00 for 4 issues in the USA and elsewhere via surface mail. For the cost of air mail delivery, contact the editorial office, or send \$26.00 and any surplus will be credited to your account. Payment should be made in cash, by International Money Order, or by a check drawn on a bank with a subsidiary in the US made payable to "Jim Sanders". New subscriptions begin with the next issue published after payment is received; if you desire otherwise, please specify which issues are desired. Send remittance to Jim Sanders, 27965 Berwick Dr., Carmel, CA 93923 USA.

BACK ISSUES: Both original back issues and high-quality Xerox copies of out-of-print issues are available for all issues of the SAFO published at \$3.25 each. For a list of all issues and their content, send two 1st class stamps (or 2 IRCs) to the editorial office.

MEMBERSHIP LIST: To promote cooperation between members, a list of SAFO member's names and addresses is available to SAFCH members for \$3.00 postage included.

SPONSORSHIP PROGRAM: To keep the SAFCH truly international, our Sponsorship Program allows persons who can not obtain US currency to receive the SAFO. Any SAFCH member interested in sponsoring a SAFO subscription for a person in Eastern Europe (or from other country where it is impossible or difficult to obtain US currency) should write to the editorial office for a list of persons seeking sponsors. If you would like to receive the SAFO but can not obtain US currency, a list of SAFCH members looking for someone to sponsor is also available from the editorial office.

INFORMATION FOR AUTHORS: Manuscripts may be submitted in any form; authors whose first language is not English may submit a rough translation of the text and the editorial office will put it into good English. Authors using a computer should send the manuscript on disc. Photo should be black and white prints although color prints can be used. If you want any photos returned, please mark "Return" on the back. All art work must be ready for printing. The layout should be such that when a page is reduced (if necessary) the drawing should fit into the 7.5 inch by 10 inch working area of the final page. Artwork that does not fit this requirement will have to be cut and pasted to fit; no problem, but things might not look exactly as you want them to look. All work for the SAFO is voluntary and no payment can be made for published material.

TRANSLATION SERVICE: The following people have offered their services in translating articles for publication in SAFO: Inigo Artamendi (Spanish). Igor Gordelanov (Russian, Ukrainian, Byelorussian, Bulgarian, Polish, & Czech). Yoshihiro Aoyama (Japanese). If you need help translating material for a SAFO article, contact the editorial office and I'll give the address of an ap-

propriate translator.

SMALL AIR FORCES OBSERVER (USPS 439-450) is published quarterly for \$16.00 per year by the Small Air Forces Clearing House, 27965 Berwick Dr., Carmel, CA 93923. Publication entered at Carmel Valley, CA 93924. POSTMASTER: send address changes to Small Air Forces Clearing House 27965 Berwick Dr., Carmel, CA 93923.

COPYRIGHT: Copyright © 2003 by Small Air Forces Clearing House. All rights reserved. The content of this publication cannot be reproduced in whole or in part without the written consent of the publisher and the author.

LOST MEMBERS: Anyone knowing the whereabouts of the following 'lost' SAFCH members please inform the editorial office (last known address included): Alain La Pierre, Maracay, Venezuela; Jaroslav Kusmirek, Lubartow, Poland; Jean Paul Castella, Marseille, France. Josef Gotz, Usti nad Labem, Czech Republic. Egils Pelecis, Riga, Latvia. Charles Berecz, Dayton, Ohio. Terry Elmore, Everett, Washington. Jean-Michel Guhl, Los Angeles, California. Masahiro Ohno, Japan. Mr. Scroggins, England. Wojciech Butrycz, Krakow, Poland.

SAFCH WEB SITE: See SAFO photos in color and chat with members at www.bartoli.com/saf

COVER COMMENTS: These photos were sent in by SAFCH member Rob Meguid. They were taken by his father between 1959 and 1961 at Al-Maaza Air Force Base at Heliopolis, outside Cairo. Rob asks that his father retain the copyright to these photos and the SAFCH is glad to oblige. (The copyright for all material published in SAFO remains the property of the originator.) The aircraft shown (in no particular order) are: Zlin C.106 (Czech-built Bu 181), Yak-11, Beach AT-3, Hawker Sea Fury, Grumman Albatross, Avro Lancaster B.III, Il-18, C-46, Gloster Meteor, Aero 45, and Auster (type ?).

EDITORIAL COMMENTS: Because of the large increase in postal rates that went into effect last June, it is necessary to raise the cost of subscribing to the SAFO. The cost of one year of SAFO (4 issues) for 2003 is \$16.00 for surface delivery to the US and anywhere in the world. The cost of airmail delivery remains the same as last year.

www.worldairforces.com.

SAFCH member. Chris Thornburg is the webmaster for <http://www.worldairforces.com>. In response to my request for information on his web site, Chris wrote the following.]

"My lists were set up because I couldn't find the info about the smaller AF's that I wanted. I had seen William Green articles and listings in the 60/70's but only covered a few AF's. I began making lists of my own, but soon found it hard to locate aircraft in the over 180 lists I had made. My main purpose in putting this on the web was to get feedback on

the missing info then update the info to share with everyone. That way everyone can be on the lookout for the missing info, instead of having to rediscover it all over again. Foreexample, I recently received a pix of a Helio Courier in South Korean service which I hadn't know about. My site presently lists aircraft from around 180 countries in use with their military or government.

In reading books/magazines, I found many different company names for the same aircraft. Therefore, I came up with the companies geneol-

ogy to try and sort what to name each aircraft's company. Do you remember the "Lockheed Fort Worth Div. F-16"?

In the future, I would like to include one photo of each aircraft and one photo of a model of the same aircraft with a color side view drawing. What little I've seen of modelers they usually have huge collections of finished models. So I would like to present the photos for everyone to appreciate."

AUSTRALIA

AUSTRALIAN PLASTIC MODELLERS ASSOCIATION (APMA, PO Box 51, Strathfield, NSW 2135; 4 issues sea mail A\$27; air mail A\$30). 4-02 (28 pages) "Silver Star" -page side-view drawing of Canadian CT-133 Silver Star. "The BAC/GAF Phoenix: The TSR.2 for Australia" 6 pages on building a 'what if' TSR.2 in RAAF markings including 5 photos of the model and 7 photos of the museum TSR.2. "Pre-War USN Designation and markings: Principles in Brief" 3 pages using the SOCs that visited Australia before WWII as an example. "Royal Australian Navy Colours: from WWI to date" 3 pages. "Gloster Meteor F.4" 1/2-page drawing of Egyptian a/c. "RAN Tiger Moth and Westland Scout" page with 2 photos. "Air America Sikorsky H-34 Choctaw & S-58" 2 pages including 3 side-view drawings. "RNZAF Fokker F.27 Friendship" 2 pages with 10 photos. "Investigating WW2 Colours" 2 pages with 3 photos of models and table listing 'paints used' & 'closest FSS95B colour' for 'Day Fighter Scheme', 'Day Fighter Scheme (US Equivalent colours)', and 'Variation on a Temperate Land Scheme based on verbal reports'. "The ABC Outside Broadcast Van" 6 pages on scratch building a TV van including 14 photos of the model and the real thing.

AUSTRIA

OFII NACIIRICHTEN (Oesterreichische Flugzug Historiker, Pfenninggeldf. 18/2/14, A-1160 Wien. Write for free sample.) 3/02 sic (40 pages) "Historische Luftfahrzeuge in Österreich: Bundeswehr - NVA" 13 pages on West and East German aircraft preserved in Austria including 21 photos and six side-view drawings [Saber, F-105G, Su-22UM, Mi-8, & Alpha jet (2)]. "Phoenix-Prototypen: 20.08 und 20.09 im Kampfeinsatz" 4 pages including 2 photos and a side-view drawing showing six machine guns mounted to fire downward (a trench straffer?).

CANADA

RANDOM THOUGHTS (IPMS Canada, Box 626, Stn. B, Ottawa, Ontario K1P 5R7; 6 issues for US \$24.00 in US \$26.00 elsewhere). 27/5 (24 pages) "The Honest John Missile System in Canadian Use" 6 pages including 6 photos and a page of sketches. "The Gavia Westland Lysander in 1/48 Scale" 8 pages including 6 photos of the completed model. "The Supermarine Spitfire LF Mk.XVIe in 1/72 Scale" 5 pages on kit bashing including 5 photos of the completed model.

DENMARK

NYT (IPMS Denmark, c/o Lars Seifert-Thorsen, Guldregnevej 4, 4600 Koge. 4 issues for 260 Dkr). Each issue includes a two-page English summary. Web: www.ipms.dk #93 (40 pages) Color photos: Danish Hughes MH-500 (2), and Finnish MH-500. "Snurrerundtsuaker I krigshelvede" 3 pages on Russian Mi-24 with KFOR in Kosovo including one color and 2 b&w photos. "Showtime 2002" 2 pages including 3 photos (Swedish MBB 105 and Danish Canadair 604 Challenger & Super Lynx. "Supermarine S.6B" 2 pages including 2 photos. "Kukurznik - mahsflyet" one page on the Po-2 listing variants including one photo. #94 (40 pages) "AR-109 fra Det Kongelige Danske Flyvevæsen" 3 pages on Danish Draken in Christmas scheme including on photo and side- and top-view drawings.

ENGLAND

211h CENTURY PLASTIC MODELLER, PAMAG (Publications), Ltd, Riverdale, 89 Graham Road, Sheffield S10 3GP, England. £3.50. Annual subscription (6 issues) £21.00 overseas or £25.50 airmail. \$35 from Wise Owl (see above). #7 January-June 2002 (28 pages) "Hallamvac 1:72 scale Scottish Aviation Twin Pioneer" 7 pages including 16 photos of the model, 7 photos of the real thing (one a Malaysian a/c), and a 2-page 1/72 scale 4-view drawing. "Airfix 1:72 scale Mosquito" 2 pages including 4 photos of the model and 6 photos of the real thing. "Douglas Transport" a 2-page drawing of a TWA DC-3 in 3/16 = 1" (1/64) scale. "Special Hobby's 1/72 scale Lockheed Model 10" 3 page on building a model of Amelia Earhart's a/c including 16 photos of the model. "Hallamvac 1:72 Auster AOP-9" 4 pages including 6 photos of the model, 2 photos of the real thing, and a 1/72-scale 5-view drawing. "Bellanca Flash" one-page 1/50-scale 3-view drawing. "MPM's 1/72-scale Nakajima Kikka" 2 pages including 11 photos of the model.

SWEDISH AIRFORCE SIG (Ted Burnett, 19 Tintagel Close, Parkside Grange, Cramlington, Northumberland, England NE23 0NZ. Subscription £5.00 UK, £7.00 Europe, \$16.00 USA. #42 Winter 2002 (23 pages) "Seversky/Republic EP-106 (P-35A) J 9" 4 pages including one 3-view drawing and 7 side-view drawings. "SAAB JA 37D grey-painted Jaktvagnen 'Interoperability' 2-page review of new Red Bolt (formerly Anders Nowotny) decal sheet including color side-view drawings. "Not only for Subhunting" 2 pages on polar-bear hunting (for scientific research, not killing) Swedish helicopters. "Dornier Do 27 - FPL 55" 3-page history with full-page Karlstrom 5-view 1/72-scale drawing. Five pages of items for sale. [Ed: Great kit news. Roden plans to release a 1/72-scale Bristol F2b fighter. Lots of small-air-force potential here: Poland and Spain come immediately to mind.]

FINLAND

IPMS-MALLARI (IPMS Finland, PL 798, 00101 Helsinki 10; 6 issues \$20.00, no check accepted due to the high redemption costs). Now with captions in English. #141 2/2002 (24 Pages) Nothing of small-air-force interest.

SUOMEN ILMALIIHISTORIALLINEN LEHTI (InScale 72, Jakomaentie 8bC 300, FIN-00770 Helsinki. Subscription: Europe \$25, elsewhere \$30; Payment by International Postal Order or in cash; no cheques accepted because of high redemption rates). Each issue includes a 2-page English summary. 3/2002 (24 pages) "Blackburn (VL R.29) Ripon IIF: Part 4" 5 pages including 10 photos and 1/72-scale 3-view drawing. "Fokker T.8W-C: The New Marine Aircraft" 7 pages on the Finnish interest in procuring this twin-engine floatplane including 9 photos and 2 small 3-view drawings. "Bristol Mercury spares from British Museum?" 3 pages including 2 photos (Blenheim IV and Valmet Vihuri) and 1/72-scale 3-view drawing of Vihuri II. "Ice bear hunting with catastrophic results" 3 pages on supplying German weather stations in the Arctic. "In memoriam: Jaakko Ilyonen" 2 pages including 2 photos. "Foreign aid and civil a/c impressions during the Winter War" -page list of serial codes.

"The victory tally of Lentorykmentti 3 listing pilots with a minimum of 15 victories by 1 Sept. 1944" page. "Myrsky" page book review (48 pages, 20 USD cash).

4/2002 (24 pages) "Balloon Victories" one page with victory list and two photos of victory markings on a Buffalo and a Fiat G.50. "IVL K.1 Kurki (Stork)" 4 pages on the unsuccessful light training aircraft including 4 photos and a 1/72-scale 4-view drawing. "Fokker T.8W-C: The New Marine Aircraft of 1938 (2)" 5 pages including 2 photos and two 3-view drawings from Fokker archives. "VR-1: The Sole Polikarpov R-5 in the FinnAF" 3 pages including 4 photos. "Night Fighter Operations in Finland 1943-1954 (1)" 2 pages including one photo. "Messerschmitts from Germany" 3 pages on Finnish pilots training in Germany including 5 photos. "Luscombe Model 8 Silhouette" 3 pages including 2 photos of aircraft in Finnish civil registration.

FRANCE

AVIONS: TOUTE L'AERONAUTIQUE ET SON HISTOIRE (Lela Presse, 29 rue Paul Bert, 62230 Outreau, France. 420F for 12 issues).

#116 Novembre 2002 (64 pages) "Retros du mois" one page including one photo (Caudron C.51). "Dix-sept jours de combat: la chasse polonaise en 1939" 13 pages including 30 photos, color cover painting, and 8 color side-view drawings [P-7a, P-11c (5), Bf 109D, & Ju 87B]. "La flottille 11F: un veteran de 80 ans qui se porte bien!" 11 pages including 38 photos (Hanriot HD.1, Gourdou-Lesgourd GL.22, Dewoitine D.1, Lévassieur-Biche LB.2, Wibault 74, Morane 130, Potez 631, Dewoitine D.520, Supermarine Seafire, Grumman F6F, SNCASE Aquilon 203, Etendard IV, and Super Etendard) and 5 color side-view drawings (Dewoitine D.367 & D.520, Supermarine Seafire LF Mk.III, Grumman F6F-5, and SNCASE Aquilon 203). "Les Boston en URSS: Les bombardiers de premiere generation" 11 pages including 22 photos and 8 color side-view drawings. "Les Breguet 27 a l'etranger" 11 pages including 22 photos, 8 color side-view drawings [French (5), Chinese (2), & Venezuelan], and four 1/72-scale side-view drawings of variants.

#117 Decembre 2002 (64 pages) "Les Boston en URSS: De l'A-20G aux bombardiers-torpilleurs" 14 pages including 19 photos, color cover painting, 2 color 2-view drawings, and 4 color side-view drawings. "Les Blenheim et Beaufighter au Portugal, 1941-1949" 9 pages including 13 photos and 8 color side-view drawings (Blenheim IV & V and Beaufighter X). "Dix-sept jours de combat: la chasse polonaise en 1939" 14 pages including 17 photos, 10 color side-view drawings [P-11a (2), P-11c (5), He 111E-3, Me 110B-1, & Do 17F-1], and list of Polish victories and losses. "Breguet 330: les derniers 'tout acier'" 5 pages including 9 photos and a side-view drawing. "Les avions fantomes de la Luftwaffe" 5 pages with 17 photos of 'decoy' a/c. These would make nice scratch-built additions to a diorama of a German airfield captured by Allied forces. (Ed: With a couple of Polish Mustangs?) "Tracker Firecats" 4 pages including 12 photos of French S-2 fire-bombers.

#118 Janvier 2003 (64 pages) "Retros du Mois" one page with photos of Colombian Ford Trimotor and German Curtiss Hawk II, both on floats. "Les CAMS 37 de la Marine" 14 pages including 16 photos, color cover painting, three 1/104-scale 3-view drawings, and 6 color side-view drawings. "Quand les aviateurs francais jouaient les VRP au

Japon" 7 pages including 20 photos (Spads and Nieuports). "Les chasseurs SPAD de l'entre-deux-guerres" 6 pages including 18 photos (S.XX, 41, 71, & 81). "Les Douglas Boston en URSS (3): Guerre et paix" 6 pages including 8 photos and 4 color side-view drawings. "L'Aero A-100" 7 pages including 17 photos and 4 color side-view drawings. "Les combats aeriens sur le Chaco" 7 pages including 18 photos and 4 color side-view drawings [Paraguayan Potez 25 (2) and Bolivian Curtiss Osprey & Falcon].

GERMANY

MITTEILUNGEN (IPMS Germany, Bergengruenstrass 5-7, D-1000 Berlin 38; 12 issues DM 60.00 Europe, DM 65.00 USA, DM 70.00 Japan, DM 75.00 Australia).

1-2002 (40 pages) Nothing of small-air-force interest.

2/2002 (40 pages) "Bristol 171 'Sycamore' Mk.51" 2 pages including 3 photos of the model in West German markings. "VEF Irbitis I-12" -page review of the 1/72-scale kit by Kora.

ITALY

AERO FAN STORIA DI ITALIANE. Italian-English text. (Giorgio Apostolo Editore, Via Ampere 49, 20131 Milano, Italy.) 4 issues L 80,000. #82 Lug.-Set. 2002 (68 pages) "The Rainbow of Fiat: The two-seater G.49 and its long raid to the Americas" 16 pages including 19 photos and one-page 3-view drawings of both the G-49-1 and G-49-2. "The 'Ace of Clubs' goes to Africa: 153rd Fighter Group and the 'Operation Crusader'" 17 pages including 12 photos (Macchi C.200) and a great map of North Africa showing such exotic tourist spots as Bug-Bug, Gambut, Derna, and Bengasi. "Tunnel Factories 1944-45: The underground workshops in Northern Italy" 15 pages including 15 photos. "Over the Nest of V2s: Reconnaissance missions with S 16A's (Caproni Ca 313s): A dangerous job in war" 12 pages on Swedish recon mission over the Baltic (the recon missions to Peenemunde make up a small part of the story; most of it is about the dangers from weather and German fighters); includes 7 photos and a color side-view drawing of Swedish Ca 313.

JP-4 MENSILE DI AERONAUTICA (JP-4, CP 1550, 50100 Firenze; L 27.000 Europe, L 30.000 elsewhere).

Settembre 2002 (100 pages) Color photo: Algerian AF Fokker F.27 '7F-VRW'. "Fulca 2002: MiG sulle Alpi" 6 pages including 13 photos (German MiG-29 and Swiss F-5E & F/A-18). "Canada Flying Museum" 4 pages including 12 photos (B-25, F-104, C-47, PB4Y, Chipmunk, Firefly, Lancaster, Cornell, Stearman, & Fleet Fort). "Il Fiat G.50 in Spagna" 6 pages including 11 photos. "Belgian Helidays 2002" one page including 6 photos (Belgian MD.900 & Alouette II, Austrian OH-58, Polish Mi-14, Hungarian Mi-8, & Italian A.128).

Ottobre 2002 (100 pages) "A Scuola in Canada" 4 pages including 10 photos (Pilatus PC-9 & Hawk Mk.115). "Gli ultimi piloti dello 'Spillo'" 6 pages including 11 photos of Italian Starfighters. "I draghi delle Alpi" 4 pages including 9 photos of Austrian Saab Drakens. "Accademia da Forza Aerea" one page including 4 photos of Brazilian Neiva T-15 Universal and Embraer T-27 Tucano.

Novembre 2002 (100 pages) Color photos: Singapore F-16 624 & Jordan Slingby T67M-260 Firefly. "Esquadrilha da Fumaca" 5 pages on Brazilian Tucanos in new color scheme of blue/green/yellow including 10 photos. "Gli Atlan-

tic della Marineflieger" 6 pages including 13 photos. "61^o Stormo: Addestramento d'avanguardia" 7 pages on the advanced training group including 14 photos of Italian MB.339.

NETHERLANDS

MODELBOUW IN PLASTIC (IPMS-Nederland, PO Box 40082, NL-8016 DB Zwolle).

4/2002 (32 pages) "De F-86K Sabre (2)" 7 pages on modeling Dutch Dog Sabers including 2 color and 8 b&w photos of RNethAF F-86K, 6 side-view drawings, and drawings & photos of necessary modifications. "Korea-veteranen: De McDonnell F2H-2 en F2H-2P Banshee" 6 pages including 10 photos of the models in various stages of construction. "De eerste jager in het Indische Luchtruim" 4 pages on the Fokker D.VII in the Dutch East Indies including 4 photos and 2 side-view drawings. "De roots van de plastic modelbouw Frog Penguin" 5 pages including photos of old kits. "Karel Doorman; deel 3" 5 pages including 8 photos of the model (with some wonderful 1/350-scale Trackers).

SPAIN

REVISTA ESPAÑOLA DE HISTORIA MILITAR (Carlos Fresno Crespo, Alcaniz Fresno's S.A., C/Cromo 18-20, Poligono Industrial San Cristobal, 47012 Valladolid) 800 Pts.

#27 Septiembre 2002 (58 pages) "La Luftwaffe en Africa" 17 pages including 26 photos (mostly color), a color cover painting, and 17 color side-view drawings [Bf 109 (3), Me 108, Fw 190, Ju 87 (3), Me 110 (3), Ju 88, He 111, Me 323, Fi 156, Hs 128, & Me 410]. "El hundimiento del acorazado 'España' en cabo Tres Forcas" 8 pages including 7 photos, one map, and a color side-view drawing. "Hace 62 años: El ataque alemán a los Países Bajos. (4^a parte)" 11 pages including 8 photos, one map, order of battle for the Belgian AF, and 13 color side-view drawings (Stinson SR-9, DH.90 Dragonfly, Percival P.10 Vega Gull, Potez 33, Avro 526, Ms 230, Koolhoven FK-56, Stampe & Vertongen SV 4, Caudron C.444 Gocland, Hawker Hurricane, Fiat CR.42, & Fairey Fox).

Poster inserts: Canon de costa Vickers de 15,24 cm; Lanzacohetes L-21E sobre camión Barretros; Camión Blindado 'Ferrol'; Motocicleta can carro lateral BMW R-75.

The series "Los Blindados en la Guerra de España (1936-1939)" continues with pages 97-112 including 38 photos and 5 color side-view drawings of some of the strangest vehicles yet seen in this series.

#28 Octubre 2002 (58 pages) "El hundimiento del acorazado 'España' en cabo Tres Forcas (2^a parte)" 6 pages including 5 photos. "Donde iban?" 5 pages on aircraft force-landed in Spain including 4 photos, a map of intended and actual flight paths, and 3 color side-view drawings (Vichy Bloch MB.175, RAF Spitfire PR XI, and USAF B-17G). "La Agrupación de Infantería de Ametralladoras Antiaéreas" 8 pages on anti-aircraft guns in the SCW including 15 photos and one color side-view drawing. "Una campana 'Relanpago' en el siglo XVI" 14 pages with maps and contemporary drawings. "Hace 62 años: El ataque alemán a los Países Bajos (5^a parte)" 11 pages including 13 photos and 15 color side-view drawings [Belgian MS.236, Renard R.31, Fairey Fox (4), Firefly, & Battle (2), SM.73, Stampe & Vertogem SV.4B and SV.5; Luftwaffe Fi 156, Bf 109E, & Hs 123]. "La batalla del Jarama: Un apunte histórico" 4 pages including one map and 6 photos.

Poster inserts: Land Rover 'Cazorla'; Camión Ceirano 50 CMA con Canon Antiaéreo CK de 75/27; Lanzacohetes de artillería 'Teruel'; and

Blinndado Echevarria No 2.

The series "Los Blindados en la Guerra de España (1936-1939)" continues with pages 113-128 including 30 photos and 2 color side-view drawings.

#29 Noviembre 2002 (58 pages) "Los Messerschmitt Me 109 de la Fuerza Aérea de Israel" 4 pages including 2 color photos and 3 color side-view drawings. "Randem 1702. Arde el mar" 9 pages including color side-view drawing of 'Zven Póvincien' buque de la marina holandesa. "La defensa de Mallorca e Ibiza durante la II Guerra Mundial" 8 pages including 10 photos and one color side-view drawing (Hc 60E). "Fallschirmjäger: Al asalto de Holanda (1^a parte)" six pages including 7 photos and one map.

Poster inserts: Radar de tiro antiaéreo 3MK7; Camión Liegiero todo terreno - Tm. Dodge WC-51; Tractor de Artillería M-5; Obús de acero 'Ordóñez' de 24 cm Mod 1916.

"Los Blindados en la Guerra de España (1936-1939)" continues with pages 129-144 including 33 photos and 6 color side-view drawings (UNL-35).

USA

WWI AERO (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$35.00 USA or \$40.00 overseas).

#178 Nov 2002 (146 pages) "The Beachy-Eaton Monoplane" 5 pages including 11 photos and a detailed scale drawing. "The Gallaudet Story (Part 2a): The patent model and aeroplane #1, 1910-11" 23 pages including 10 photos and 4 pages of detailed scale drawings (Ed: An outstanding article.) "Camouflage and Markings of the AEG C.IV" 16 pages including information on the various variants, 2 photos, and ten 3-view drawings of the camouflage and markings (including one Polish AF a/c). Color copies of these drawings are available from the author, Dan-San Abbott, 1800 Stone Cress Ct., Ceres, CA 95307. USA. "A Peek at the Old McCook Field Museum" 6 pages including 9 photos of WWI aircraft test at McCook Field. "When the big WWII buildup came along, a Colonel who needed the space for (to him) more important things ordered the airplanes and other artifacts taken out and burned." Drawings: Zanon-Gleiter 'Praterspatz'; Grandy-Vrang 1912; Farman Doppeldecker; Deperdussin 1911; Trinks-Eindecker Type 3; and Curtiss Model F 1914 C-3. And, all the usual departments with many more photos.

SKYWAYS (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$35.00 USA or \$40.00 overseas.).

#64 Oct. 2002 (84 pages) "The Curtiss-Wright 22 Falcon: Part 2" 14 pages including 21 photos (Uruguay, Ecuador, Peru, & Bolivia) and one side-view drawing (Venezuela). "Cockpits: Elias NBS-3 Bomber" 2 pages including 3 photos. "The Doering Brothers: Golden Age Model Builders of Distinctions (Part 1)" 9 pages including 20 photos. "Oshkosh Air Venture 2002: The Antique Scene" 12 pages including 27 photos. "Flying the S-38" 2 pages including 2 photos. "Reproductions and Restorations" 6 pages including 8 photos of the Hughes H-1 racer and 8 photos of the Laird-Turner LTR-14 Racer. "My Life in Aviation" 6 pages including 3 photos. The usual department on "Identification Unknown", "Models", "Reviews", etc.

ESM 72 (Model-Aire International, PO Box 159, Olema, CA 94950. E-mail: maiesm72@aol.com. Web site: members.aol/Maiesm72/maiwebpg.html.) Quarterly. \$25.00 for four-issue volume. \$30.00 outside the USA. Back issues available at same price per volume.

Vol 6, No 1, (64 pages) "Transports & Utility Aircraft" 26 pages. "Aircraft Updates" 5 pages. "Vehicle Updates" 3 pages. "Aircraft Armament" 5 pages. "Rockets, Missiles & Spacecraft Updates", "Artillery Updates", "Vehicle Conversion Updates", "Vehicle Parts & Accessories Updates", "Figures Updates", "Aircraft Conversion Updates", "Infantry Accessories Updates", "Aircraft Canopies & Turrets Updates", "Gliders & Sailplanes Updates", "Aircraft Interiors Updates", "Helicopters, VTOL & Autogyros Updates", "Engines, Cowlings & Props Updates", "Training Aircraft Updates", "Replacement Wings & Control Surfaces Updates", "Landing Gear Updates", and "Floatplanes, Flying Boats & Seaplanes Updates" 18 pages total.

Vol. 6, No. 2 (64 pages) "Civilian Aircraft" 40 pages. "Vehicle Updates", "Aircraft Ground Equipment", "Ship & Boats Updates". "Rocket, Missiles &

Spacecraft Updates", "Artillery Updates", "Vehicle Conversion Updates", "Vehicle Parts & Accessories Updates", "Figures Updates", "Structures Updates", "Terrain & Dioramas Updates", "Aircraft Conversion Updates", "Infantry Accessories Updates", "Gliders & Sailplanes Updates", "Aircraft Interior Details Updates", "Helicopters, Autogyros & VTOL Aircraft Updates", "Engine, Cowlings & Props Updates", "Training Aircraft Updates", "Replacement Wings & Control Surfaces Updates", "Landing Gear Updates", "Floatplanes, Flying Boats & Seaplanes Updates", "Transports & Utility Aircraft" 12 pages total. [Ed: This list is getting too complex to keep on paper. Perhaps its time for the author to think about putting this in a computer format.]

YUGOSLAVIA

YASIG, Yugoslav Aviation Special Interest Group Newsletter, Nenad Mikklusev, Novosadskog Sajma 16/301, 21000 Novi Sad, Yugoslavia. E-mail: yasig@eunet.yu. Web site: www.aeropoxy.freereservers.com. 20 US\$/Euro including airmail.

2002 Yearbook. (52 pages) [Ed: A full review of this 'annual' appears in the Magazine section (I didn't know where else to put it. The subjects in this issue are listed here just to whet your appetite.) "YU Supersonic", "Zambian Jastreb", "Yugoslav AF Serials 1945-2002", "Predator & Crecerelle UAVs", "Yugoslav MiG 23 ML", "MiG 21F13", "Soko G2A Galeb", "Luftwaffe IK-3", "Avia BH-33 Racers", "Farman F.306", "Lohner TL-1", "Beech Bonanza D-35", "Ikarus 453 MW", "JM-8 Modly", "Cavka/Jackdaw", "VUK-T", "Polikarpov Po-2 Walter".

Aéro Journal

(Aéro Journal, 50, bid Paul Valéry, 32500 Fleurance, France).

Issue 25 Juin-Juillet 02 (76 pages) "Le Blohm und Voss 141 - Un mouton à cinq pattes". Covers the development and operational use of the BV-141. Includes three color profiles as well as drawings of advanced proposals. "Des Flèches pour la RAF". The Canadair Sabre F.4 in RAF usage. Fifteen color profiles as well as a list of all RAF squadron usage. "La Grande Évasion". Tells the story of how a couple of French pilots stole a Bücker Bü-131B Jungmann and fled to England to rejoin the Free French Air Force. Includes several photos and color profiles of the Jungmann in German and British markings. "Le grand-duc chasse à l'Ouest". A short article covering the use of the FW-189 Uhu in the west. "Le Northrop BT-1 L'ancêtre du Dauntless". Good coverage of the BT-1 - usage and history of crashes. Pointed out to be an indispensable step in the development of the SBD. "Chasseurs Bimoteurs". Profiles of a number of twin engine fighters. "Boston Soviétiques". Good coverage of the Russian usage of the A-20. Six color profiles and lots of photos. Shows a number of modifications "L'homme pire que le tonnerre et l'éclair". Covers the career of French ace, Jean

Tulasne. Three of his aircraft, MS-406, Hurricane and Yak-1 are shown. "Cobra en Australie" Usage of the P-39 by the RAAF. "Une Opération Blanche". Apparently a description of an RAF plan to help Malta. Profile of a Hurricane and photo of a Skua. "No 860 Squadron - Les Hollandais flottants". Swordfish, Barracuda and Firefly usage by the Dutch 860 Squadron. Four profiles. "La chasse Française 1939-1945 Le GC II/6 (1942, 1944-45)" Complete details of GC II/6 aircraft and bases during the time period. "Show à Montréal". Flight by Lt. Georges Flachaire to Montreal in 1918. Finally, the back cover shows a P-51B in captured German markings.

Issue 26 Août-Sept 02 (76 pages) "La chute du Capitaine Mölders". A story of Werner Mölders. "Voyage au bout de l'enfer - Les Breguet au combat". The major article of the issue. Covers the use of the Breguet 691, 693 and 695 in combat. Squadron and base assignments are listed along with losses. Twenty color profiles along with lots of photos including some interior shots. "Bombardiers Français". Profiles of nine different French Bombers. "Spitfire F.21 - Un Griffon nommé vic-

tor". Good coverage of the Spitfire F.21 in RAF usage. Eight color profiles. "Finlande 1940: Recherche avions désespérément". Covers various activities by Finland in 1940 to obtain combat aircraft. Profiles of twelve different aircraft shown. "Mustang aux Antipodes". P-51D Mustang usage by the Royal New Zealand Air Force. "Serial Killer' Caldwell". Covers the career of Australian ace, Clive R. Caldwell. Profiles of five of his aircraft. "La chasse Française 1939-1945 Le GC III/6(1) Sept. 1939-Juin 1940" Continuing the review of French fighter squadrons, complete details of GC III/6 aircraft and bases during the time frame. "La chasse au Condor". Covers the interception and destruction of a FW-200 by a Grumman Martlet Mk I of 802 Squadron, FAA. Finally the rear cover features a Ju-87B-2 Trop based in Libya, July 1941.

This magazine continues to provide lots of good reference for small air force fans.

Clarence Wentzel (SAFCH #524), 5161 Willow-bend Trail, Kalamazoo, MI 49009-9593, USA.

-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals--

Disposal: Deutscher Fliegerkalender (1969), Flieger Kalender der DDR (1974, 1975, 1976, 1978, 1979, 1980). These are not 'calendars', but softbound 240 page 'annuals' from East Germany that include text (in German), photos, and 4-view drawings. Also available are four volumes of the similar 'Motor Kalender der DDR' (1978, 1979, 1980, 1982). These volumes are available free; you pay only for the postage. The 7 volumes of Flieger Kalenders weight 3 lbs 12 oz (not including box) and the Motor Kalender weight 2 lbs 4 oz (not including box). To be on the safe side, when estimating postage, add one lb for the box; any surplus will be credited to your account. In the US, this comes to \$4.01 for the 'Fliegers' and \$3.31 for the 'Motors'. Non-US members should either con-

sult usps.com for mailing options and cost, or write the safch editorial office for mailing costs.

SAFCH member Ron Bulinski has made available to SAFCH members a partial translation of the 2-2000 issue of the Russian-language magazine Frontline Illustration, Operation Barbarossa: Aerial Battles 1941. It is not a complete translation, but does include the chapter headings and all the tables and includes both a transliteration of the Cyrillic characters into Western alphabet and the English translation. This translation would be useful to anyone who has purchased this magazine and is not proficient in Russian. Copies of this 8-page 'labor of love' is available from the editorial office

for \$1.20 in the USA \$1.60 outside the USA.

HALF-PRICE SALE: All NOVO and CIS kits in the SAFCH Sales List are on sale at half price. Remember to add \$2.00 for each order (not each kit) for postage. Non-USA members should also add 10% of the pre-sale price to cover international postage.

SELF-CLEARANCE SALE: The following back issues are on sale at \$2.00 each plus postage: 61, 62, 63, 67, 69, 70, 71, 73, 75, 76, 77, 78, 79, 82, 83, 85, 86, 87, 89, 90, 92, 93, 94, 95, 97, 98, 99, 100.

Royal Australian Air Force Gladiators

Alex Crawford

On 1 July 1925, 3 Squadron, RAAF was formed at Point Cook, Australia. Under the command of Sqn Ldr F W F Lukis, the squadron became one of Australia's premier Squadrons. The squadron was an Army Co-Operation unit and, as such, worked in close support of the ground units. It soon moved to Richmond, New South Wales, where it was to stay until posted to North Africa in 1940.

On 28 February 1940, a decision was made to send an Australian Squadron to support the 6th Australian Division 'for national and training reasons'. The Air Ministry in London was asked whether aircraft and equipment could be supplied, as only the personnel were available in Australia. This was agreed and arrangements were made for the necessary equipment not already in the Middle East to be sent out in a convoy so that the squadron could be formed in August.

It was a cold winters day when the men of 3 Squadron, RAAF, under the command of Sqn Ldr McLachlan, set out onboard the SS Orontes on 15 July 1940. Stopping at Bombay, the squadron transferred to the Dilwarra and proceeded to Port Tewfik, Egypt, where they arrived on 23 August. Their aircraft were still en route, as they had been delayed. It had been decided to equip all army co-op squadrons with Hurricanes, but these were in very short supply and so initially Lysanders were given out. The squadron moved to Ismailia and training was started on borrowed aircraft. It was not long before their own Lysanders appeared, although they were minus propellers and filters. On 16 September, the squadron moved to Helwan to be reorganized as a three-flight squadron. The first two flights were equipped with Gladiators and the third flight had Lysanders. A further four Gauntlets were given to the squadron to be used as dive-bombers; these undertook training with 208 Squadron. It was becoming apparent that the squadron was moving over to ground support duties instead of army co-operation duties.

In early November, the squadron moved up to Gerawla to commence operations. The Gladiators arrived on the 2nd and the Gauntlets the day after. The Lysander flight remained at Helwan and later on the 21st moved to Ikingi Maryut. It acted as a reinforcement pool, for not even in mid-December, when the other flights could only muster one serviceable aircraft between them was it deemed practical to commit them to battle.

13/11/40: Flt Lt Steege, N5777, took off on the squadron's first operational sortie. It was a tactical reconnaissance of enemy positions from Sofafi-Rabia-Bir Enbar-Melegat-Nebeiwa. Flt Lt Gaden, N5780, acted as escort and no enemy aircraft were encountered.

14/11/40: At 0900 hrs, Flt Lt Pelly, N5735, with Fly Off Arthur, L9044, as escort, undertook a similar patrol to that of Steeges the day before. An hour and a half later Sqn Ldr Heath, N5764, carried out a reconnaissance of Fort Madklina. His escort was Fly Off Boyd, N5752. On both missions, no enemy aircraft were encountered.

17/11/40: Fly Off Bracegirdle, N5750, carried out a reconnaissance of the areas Tummar West and Nebeiwa. Flt Lts Steege, N5764, and Gaden, N5752, and Fly Off Ellerton, N5765, provided escort. Again no Italians were seen.

19/11/40: The squadron met the enemy at last on the

19th. Flt Lt Pelly, N5753, was ordered to undertake a reconnaissance over enemy positions in the Sofafi-Rabia-Bir Enba areas. Sqn Ldr Heath, N5750, and Fly Offs Rawlinson, L9044, and Boyd, N5752 provided his escort. The aircraft took off from Gerawla at 1340hrs. Flying at about 5,500 ft and with Pelly some 200 yards in front, the Australians headed for their objective. After about half an hour, 12 CR.42s were spotted below strafing British troops. In accordance to orders the recce flight turned around and headed for home. They had barely turned around when they were attacked by the CR.42s. Pelly, out in the lead, found himself at the centre of attention from nine Fiats. His escort were likewise engaged with a similar number. Boyd found himself being attacked from astern by three aircraft. By twisting and diving he found himself behind one of them and fired off a long burst into the cockpit area. The Fiat rolled over and dived towards the ground. Pulling up into a tight turn, he was able to bring his sights to bear on another enemy fighter. *Coming in for a quarter attack, the Fiat fell into an uncontrollable spin with thick black smoke pouring from the engine. With barely a pause, Boyd pulled round and went after a third fighter which was attacking one of the Gladiators. After hitting it with a short burst, it fell away. As he was watching it fall, he was attacked from behind by yet another Fiat. Hauling hard back on the stick we went straight up, with the engine on full power. This caused the enemy fighter to overshoot him; rolling over, Boyd came down and fired point blank into the engine and cockpit area. The Fiat then spun down towards the ground. Looking round, he saw another fighter and set off in pursuit. The Italian saw him and pulled up into a climb. Boyd followed, but his engine stalled and he entered a spin, only pulling out when he was within 30 ft of the ground. As he pulled out, he was attacked by yet another Fiat. To complicate matters further, Boyds guns had jammed and he struggled with the mechanisms trying desperately to free them, all the while being pursued a few feet off the ground by an enemy fighter. At last he freed up the two fuselage guns and, in a desperate measure, he yanked back the stick and went up into a loop. Coming over the top, he saw the Fiat below him and at a range of less than 30 yards he let fly with his remaining guns. The cockpit of the Fiat erupted with bullet strikes and it fell away to the desert floor. With no more enemy aircraft in the vicinity, Boyd took stock of his situation. He had very little ammo left and only two working guns. In the distance he saw one aircraft being pursued by two more. Turning in their direction he gained some altitude and closed in. He soon recognized *Pellys Gladiator coming under attack from two Fiats. He immediately attack the one that was firing on Pelly, who was about to land with a faltering engine. This aircraft rolled over and dived towards the ground which was only 30 ft away. It seems unlikely that it could have pulled out. Pelly's engine had picked up again and he started to climb away from the area. The remaining Fiat turned on Boyd, whose guns had jammed again, and chased him at low level for about a mile. before giving up and turning away. Boyd rejoined Pelly and both pilots made their way home. Along the way Pelly had to land at Minqar Qaim when his engine gave out. It was discovered that his oil tank had been hit and all the oil had

drained out. Boyd continued on his own back to base. During this combat Sqn Ldr Heath was shot down in flames and killed. He was later buried beside his aircraft. Boyd was credited with three CR.42s shot down with one probable and two damaged, Pelly claimed one shot down and one damaged, while Rawlinson claimed a probable. Of the dog-fight Pelly wrote: "While proceeding on reconnaissance to Sofafi area in company with an escort of 3 other Gladiators, I encountered two formations of CR.42 aircraft, consisting of eight and nine respectively. The formation of eight attacked my escort and the other formation cut me off and drove me southwards. The interception occurred at 1400 when I was 7 miles east of Rabia and my escort were two miles NE of me. I was at 4,000 feet and my escort at 5,000 feet. I could not get back to my escort, and the repeated attacks of the nine CR.42s forced me southwards, and I worked eastwards. Shortly after the commencement of the battle, I found myself meeting one EA head on at 50 feet. We both opened fire and he dived under me and crashed into the ground. About five EA must have broken off, but at least 3 pursued me and attacked determinedly until 1425 when I worked northwards and rejoined on of my escort (F/O A H Boyd). These three then broke off. During the battle, at approximately 1405, I turned at two EA who were attacking me from rear and got in one good burst. This aircraft issued black smoke, which increased in intensity until he finally broke away. I saw him flying away in a cloud of black smoke. "In a letter to the author several years ago, Blake Pelly added that he was also shot at by his own escort during this hectic 25-minute battle. He also recalls being picked up by a Lysander and flown back to base.

Over the next few weeks, continuous operations were flown. These consisted of offensive patrols over the Sidi Barrani-Halfaya area, and dive-bombing and ground strafing attacks against enemy positions in the Sofafi region.

5/12/40: Two of 3 RAAF Squadrons Gladiators, along with one Gladiator from 112 Squadron and five Hurricanes from 33 Squadron, provided an escort for a 208 Squadron Lysander undergoing a reconnaissance over enemy positions. No enemy aircraft were seen.

8/12/40: A large formation of 11 Gladiators took off on an offensive patrol over the area Bir Melia to Alah el Qatrahi. No Italians were encountered. This patrol was repeated in the afternoon. The day also marked a move for the squadron. One flight of Gladiators proceeded to an Advanced Landing Ground (ALG) near Mersa Matruh. This site was also known as Landing Ground Emergency 74 (LGE-74). The rest of the squadron would follow on the 23rd

9/12/40: Ten Gladiators covered the same patrol area as the previous day, with the same results. Two more patrols were carried out during the remainder of the day and again no encounters with the enemy were made. Although on the third patrol, Fly Off Arthur, N5768, returned early with engine trouble. The Gauntlets began operations on the 9th when they carried out five dive-bombing attacks on enemy vehicles to the NW of Sofafi.

10/12/40: During the early morning, Flt Lt Gaden surprised a Ro.37 and shot it down. Later, four Gladiators were sent to investigate a report of enemy aircraft over the front. They found 12 CR.42s strafing front line positions and

attacked immediately even though they were outnumbered three to one. Three Fiats went down after a short fight. The victors were Sqn Ldr McLachlan and Flt Lts Steege and Gatward. Steege also claimed a probable.

11/12/40: Three patrols were carried out on the 11th, but no sign of any Italian was encountered. The Gauntlets, however, were sent out to bomb enemy positions along the Sofafi escarpment.

12/12/40: The Gauntlets repeated their attacks on the Sofafi escarpment. During a patrol by Gladiators, an estimated seventeen Fiat CR.42s were encountered seven miles to the northwest of Sofafi. Again the Australians came away without losses, after shooting down three of the Italians. Fly Off Arthur, N5752/G, claimed one of the Fiats, as did Boyd and Rawlinson. The Gauntlets were withdrawn from *frontline action as the effort to keep them serviceable, were not justified by the results they were achieving.

13/12/40: The 13th was to prove unlucky for the squadron. On an early morning patrol six Gladiators came across five SM.79s bombing troops at Salum. Diving in to attack, Steege shot down one of the bombers and probable got a second. Before the Gladiators could reform for a second attack, the escorting CR.42s intervened. Flt Lt Gaden was killed when his aircraft was shot down and crashed into the desert. Fly Off Winten was hit in the right hand by an explosive bullet and baled out. Boyd and Gatward were both forced down, although Boyd's aircraft was able to be repaired and he returned to Gerawla with Gatward sitting on his knee. With his Gladiator virtually shot to pieces, Arthur decided to bale out. As he clambered out of the cockpit, he became entangled in his oxygen tube. He managed to break free only to be caught up in the interplane bracing wires. Unable to free himself, he waited for the inevitable, when at about 1,000 feet he was thrown clear and parachuted to the ground. Later, back in the mess, he produced from his pocket the rip cord of his parachute, which meant that he did not have to buy drinks all round. Before being shot down, Arthur claimed two of the Fiats destroyed. Out of the six Gladiators that took part in the combat, four were lost and the remaining two were damaged. Later in the day Fly Off Jackson arrived from Gerawla and suffered a burst tyre when landing. The aircraft, N5799, ground looped and damage was caused to the undercarriage and lower mainplane. The aircraft could not be repaired by the squadron and was later collected by No.51 Repair and Salvage Unit. This left the squadron with very few serviceable aircraft.

Over the next few days, very little or no operations would be carried out due to the lack of aircraft.

14/12/40: An offensive patrol to the south was ordered, but only two aircraft were available to carry this out. The mission was briefed for 0800 hrs, but at the appointed time only one Gladiator, with Fly Off Jackson at the controls, took off. The other one suffered a compressor failure and refused to start. Jackson carried out the patrol on his own and landed back at the airfield at 1030 hrs. He reported that he joined up with a patrol of five Gladiators from 112 Squadron, and that during this patrol five SM.79's were encountered bombing troops in the vicinity of Sollum. Three Gauntlets, piloted by Fly Offs Rawlinson, Turnbull, and Davidson, returned to

Gerawla. During the afternoon, at 1500 hrs, two more Gladiators were ordered up to patrol over Sollum. Again only one aircraft was able to undertake the mission as the other one suffered an electrical problem. Fly Off Jackson failed to return from this mission, but it was later learned that he landed at Gerawla.

15/12/40: Fly Off Jackson returned in the early morning. Once again he had joined a patrol of Gladiators from 112 Squadron, and that at the end of the patrol he remained with them and unwittingly over flew the ALG. He did not discover his mistake until he was over Mersa Matruh, and as his fuel was getting low he decided to land at Gerawla

No operations were carried out for the next couple of days owing to a lack of serviceable aircraft. As a result Sqn Ldr McLaughlan, Flt Lt Steege, Fly Offs Boyd, Gatward, Arthur, and Jackson returned to Gerawla. Two more Gauntlets piloted by Flt Lt Pelly and Fly Off Perrin returned to Gerawla. On the 17th, eight Gladiators were flown in from Gerawla by the above pilots

16/12/40: Two Gauntlets flown by Fly Offs Turnbull and Perrin took off for Maateu Bagush at 0745 hrs to escort Lysanders carrying General Wavell and his staff, who were on a tour of the front lines. Later in the day, Flt Lts Pelly and Jeffrey, with Fly Offs Rawlinson and Davidson, left Gerawla in a Valencia to collect four Gladiators from the RAF Station at Abusueir. These Gladiators, all MkIIs, N5857, N5763, N5786, and N5754 all arrived at Gerawla the next day. These aircraft, with four others which were at Gerawla for servicing, were then despatched to the ALG.

18/12/40: Nine Gladiators were available to carry out a patrol over the Capuzzo-Bardia area on the 18th. Heavy AA fire was encountered over Bardia and lighter fire between Fort Capuzzo and Bardia. Fly Off Arthurs aircraft had part of its aileron shot away. Six Gladiators undertook an evening patrol at 1600 hrs over the Sollum-Capuzzo area. No enemy aircraft were encountered.

For the rest of December, the squadron undertook various missions escorting Lysanders on Artillery-Reconnaissance work or offensive patrols over the front lines. Very little was seen of the Italians. On the 23rd, the various flights moved to a new ALG situated to the SW of Sollum .

25/12/40: Patrols were carried out during the day, mostly escorting Lysanders of 208 Squadron who were spotting for the artillery. During one such patrol by nine Gladiators, five SM.79s, with an escort of 45 CR.42s, were seen bombing Sollum harbour. The Fiats which were above the Gladiators made no attempt to attack the outnumbered Gladiators.

26/12/40: The only action of note was on the 26th when the Gladiators were due to escort a Lysander to Bardia. As the Gladiators were waiting for the Lysander, they spotted a formation of SM.79s over the Gulf of Sollum. The ten bombers were escorted by six CR.42s, with a further eighteen flying top cover. Two Gladiators went for the bombers and the remaining six took on the fighters. The bombers headed west and during the melee with the fighters, two Fiats were seen to fall into the sea. Five more were damaged, with one of these probably destroyed. Fly Off Arthur, N5753, claimed one shot

down and four damaged, while Steege put in a claim for one shot down and one damaged. Fly Off Perrin claimed one shot down and Fly Off Rawlinson claimed a probable. Three of the Gladiators were damaged in return.

January saw an increase in patrol activity by the squadron throughout the first three weeks. Following the fall of Bardia, 3 RAAF Squadron underwent a period reorganization and movement. The Lysander flight was re-equipped with Gladiators and moved to Gerawla. The other Gladiator flights now moved to a landing ground four miles from Gambut. Later in the month, the flight at Gerawla joined the rest of the unit. Thus, for the first time, the squadron was a whole unit flying just one type of aircraft. Patrols were carried out several times a day by flights of five aircraft. These patrols were in support of the ground operations near Tobruk.

22/1/41: During a mid-morning patrol by Fly Off's Rawlinson and Arthur, they came across a schooner lying off the coast to the north of Tobruk. Both pilots attacked the schooner and it was later reported that the schooner was on fire.

24/1/41: While operating out of Tmimi, Fly Off Davidson struck an obstacle while landing and damaged the tail unit of K7901. In a later patrol, Davidson was flying L8008 when he was attacked by a Hurricane, whose pilot thought he was a Fiat CR42. The upper mainplane of his aircraft was damaged.

25/1/41: In the early morning, the squadron was ordered to send up a patrol of four aircraft to provide air cover for an armoured division over Mechili. Sqn Ldr Campbell, N5878, led Flt Lt Rawlinson, K7963, Fly Off Turnbull, L9044, and Plt Off Campbell, L8022, off at 0730 hrs. They were flying at 2,000 feet over the armour when they noticed five G.50's at 10,000 feet. These spotted the Gladiators and dived down to attack. Turnbull was attacked several times and hit at least three of the Italians. In his combat report Turnbull wrote; "My position in formation was astern of vic formation acting as swinger when E/A was first sighted. The formation immediately turned East and we were over our armoured troops when first attacked by E/A. Each time I was attacked from astern and above and to avoid being hit I made a side slipping turn back underneath. As the E/A passed overhead, it made a climbing turn to the left and I was able to get well within range by turning right. I was attacked nine times and each time carrying out the above avoiding action, but three of my guns ceased to fire owing to stoppages during the first attack, and the fourth after the fifth attack. Could see bullets hitting E/A during the third, fourth and fifth attack, which were at close range. The E/A appeared to be similar to that of a Breda 65 but the pilots cockpit was well back near the trailing edge of the main planes. This being the only outstanding point which could be seen at the time. They were very fast, and by the dust made by their fire on the ground, they appeared to be armed with two .5's". During this combat, Fly Off Campbell failed to return and was presumed missing. The other three Gladiators all suffered damage. Sqn Ldr Campbell was attacked on three separate occasions and force landed in the desert. After inspecting his aircraft he took off and flew back to base.

Patrols continued until the end of the month. Enemy

aircraft were spotted on several occasions but no further combats took place. The beginning of February brought with it replacements for the Gladiators, as the first Hurricanes began to arrive. During their short service at the front 3 RAAF Squadron fought five conclusive actions with the enemy and claimed twelve aircraft shot down for the loss of five Gladiators and two pilots.

Camouflage and markings

From photographic evidence, it would appear that 3 RAAF Squadrons Gladiators wore dark earth/dark green upper surfaces with either black/white or sky under surfaces. Squadron codes were NW and were light grey.

References

- (1) 3 RAAF Squadron Operations Record Book.
- (2) A Brief History of No3 Squadron, Royal Australian Air Force, 1916-1946.
- (3) 3 Squadron at War, Wing Commander John Watson and Louis Jones, 3 Squadron Association.

Additional information kindly given by: LCDR Graham Horne, RANR, Curator RAAF Association, Aviation Museum of Western Australia. Australian Department of Defence. Mr P Cuthbert, 3 Squadron Association. Sqn Ldr Blake Pelly, 3 RAAF Squadron Gladiator pilot.

Alex Crawford, 98 West High Street, Buckhaven, Fife, Scotland, KY8 1AN, Great Britain. www.geocities.com/acrawford/index.html

3 RAAF Squadron Gladiator Claims

Date	Pilot	Serial	Claim
19/11/40	Fly Off A C Rawlinson	L9044/Z	Fiat CR.42 shot down 7 miles east of Bardia.
19/11/40	Fly Off A H Boyd	N5752/G	Fiat CR.42 shot down east of Bardia.
19/11/40	Fly Off A H Boyd	N5752/G	Fiat CR.42 shot down east of Bardia.
19/11/40	Fly Off A H Boyd	N5752/G	Fiat CR.42 shot down east of Bardia.
19/11/40	Fly Off A H Boyd	N5752/G	Fiat CR.42 probably shot down east of Bardia.
19/11/40	Fly Off A H Boyd	N5752/G	Fiat CR.42 damaged east of Bardia.
19/11/40	Fly Off A H Boyd	N5752/G	Fiat CR.42 damaged east of Bardia.
19/11/40	Flt Lt Pelly	N5753	Fiat CR.42 shot down east of Bardia.
19/11/40	Flt Lt Pelly	N5753	Fiat CR.42 damaged east of Bardia.
10/12/40	Flt Lt C B Gaden		Meridionali Ro.37 shot down near Tummar West.
10/12/40	Sqn Ldr I D McLachlan		Fiat CR.42 shot down near Tummar West.
10/12/40	Flt Lt A A Gatward		Fiat CR.42 shot down near Tummar West.
10/12/40	Flt Lt G H Steege		Fiat CR.42 shot down near Tummar West.
10/12/40	Flt Lt G H Steege		Fiat CR.42 probably shot down near Tummar West.
12/12/40	Fly Off W S Arthur	N5752/G	Fiat CR.42 shot down NW of Sofafi.
12/12/40	Fly Off A H Boyd		Fiat CR.42 shot down NW of Sofafi.
12/12/40	Fly Off A A Gatward		Fiat CR.42 shot down NW of Sofafia.
13/12/40	Flt Lt G H Steege	N5782	Savoia-Marchetti SM.79 shot down.
13/12/40	Flt Lt G H Steege	N5782	Savoia-Marchetti probably shot down.
13/12/40	Fly Off A H Boyd	N5782	Fiat CR.42 shot down over Sollum.
13/12/40	Fly Off A H Boyd	N5782	Fiat CR.42 shot down over Sollum.
26/12/40	Fly Off A H Boyd		Fiat CR.42 probably shot down off Bardia.
26/12/40	Fly Off A H Boyd		Fiat CR.42 damaged off Bardia.
26/12/40	Fly Off Turnbull		Fiat CR.42 probably shot down NE of Sollum Bay.
26/12/40	Fly Off W S Arthur	N5753	Fiat CR.42 shot down NE of Sollum Bay.
26/12/40	Fly Off W S Arthur	N5753	Fiat CR.42 damaged NE of Sollum Bay.
26/12/40	Fly Off W S Arthur	N5753	Fiat CR.42 damaged.
26/12/40	Fly Off W S Arthur	N5753	Fiat CR.42 damaged.
26/12/40	Fly Off J R Perrin		Fiat CR.42 shot down NE of Sollum Bay.
26/12/40	Fly Off J R Rawlinson	N5782	Fiat CR.42 probably shot down NE of Sollum Bay.
26/12/40	Flt Lt G H Steege		Fiat CR.42 shot down NE of Sollum Bay.
26/12/40	Flt Lt G H Steege		Fiat CR.42 damaged NE of Sollum Bay.
22/1/41	Fly Off A C Rawlinson		Schooner shared damaged with Fly Off Arthur, Sollum Bay.
22/1/41	Fly Off W S Arthur		Schooner shared damaged with Fly Off Rawlinson, Sollum Bay.
25/1/41	Fly Off Turnbull	L9044/Z	Fiat G.50 damaged over Mechili-Segnali.
25/1/41	Fly Off Turnbull	L9044/Z	Fiat G.50 damaged over Mechili-Segnali.
25/1/41	Fly Off Turnbull	L9044/Z	Fiat G.50 damaged over Mechili-Segnali.
25/1/41	Fly Off Rawlinson	K7963	Fiat G.50 damaged over Mechili-Segnali.
25/1/41	Fly Off Rawlinson	K7963	Fiat G.50 damaged over Mechili-Segnali.

3 RAAF Squadron Gladiators

K6142	Engine cut on take off and aircraft crashed into a wadi, Ikingi Maryut, 31/12/40. Fly Off Jackson uninjured.	N5750	Shot down by CR.42s east of Bardia, 19/11/40. Sqn Ldr Heath killed.
K7893	To 1411 Flight	N5752/G	Shot down by CR.42s near Sollum, 13/12/40.
K7901	Hit obstruction landing at Tmimi, Libya, 24/1/41.	N5753	Struck off charge, 31/5/41.
K7913	To 1414 Flight.	5754	Struck off charge, 31/5/41.
K7922	To SAAF, 1/12/41.	N5756	To 117 Sqn.
K7947	To X Flight Amman.	N5763	Crashed on take off, Gerawla, 5/1/41.
K7963	To 1411 Flight.	N5764	Struck off charge, 16/12/40.
K8008	To Met Flight El Adem.	N5765	Missing, 13/12/40.
K8009	To 51 RSU.	N5766	Shot down by CR.42 near Sollum, 13/12/40.
K8022	Missing, 25/1/41.	N5768	Struck off charge, 31/5/41.
K8048	To 127 Sqn.	N5769	Crashed in forced landing near Helwan, 3/10/40.
L7615	Struck off charge, 21/4/41.	N5776	To 80 Sqn.
L7616	To Wadi Halfa.	N5777	To 94 Sqn.
L7617		N5779	Struck off charge, 1/12/43.
L8008	Struck off charge, 1/1/41.	N5780	To 94 Sqn.
L8009	To 80 Sqn.	N5782	To 112 Sqn.
L9044/Z		N5786	To 80 Sqn.
		N5810	To 112 Sqn.
		N5857	To 123 Sqn.

North American Harvard IIB FE905/329/ LNB

Museum Accession Number 85/AF/1356

1943 - Built by Noorduy Aviation Co, Montreal, Canada; to USAAF contract as 42-12392, c/n 14-639. Part of a batch of 733 lend-lease aircraft, RAF serials FE267-FE999 delivered 1942-3, specifically 233 aircraft, FE767-FE999, USAAF 42-12254/12486.

23 Mar 43 - Taken on charge by RCAF as FE905. (Batch FE902-951 delivered Mar.43). Initially flew with No. 41 Service Flying Training School, Weyburn, Saskatchewan from Apr 43- (an RAF unit administered by the RCAF which disbanded at Weyburn 10 Mar 1944).

Jun 44 - Serving with No 8 SFTS, Weyburn. Overall yellow, black serials. Photo CAHS Journal Vol.9 No 2 1971. No 8 SFTS flew Harvards from Weyburn from 22 Jan to Jun 1944, and disbanded at the end of that month, due to the large reserve of

trained aircrew now available.

27 Nov 46 - Struck off flying charge and placed in store - total flying hours only 74.45.

Sep 49 - Sold by US Govt to Danish Air Force, through Babb Co Inc for 30,000 Kronen.

49 - Delivered to Skandinavisk Aero Industry, Kastrup, Denmark for overhaul.

11 Sep 50 - Officially handed over to RDAF as 31-329. Served with Eskadrille 725 and also the Harvard Flight of Eskadrille 722 from c.1954 when it flew as a target aircraft over Sjaellands Odde firing range. Photo DAN MIL No 4 1974 p.237.

23 Jun 56 - Former Esk 722 became 'Station Flight Vaerloose' with 329 on its strength. Photo of 329 in 1959 at Vaerloose - DAN MIL No.2 1973 p.143; Also Royal Air Force Flying Review Jan.62 p.38.

31 Aug 60 - Struck off Danish charge as '329' (serial carried in white on rear fuselage). Total flying hours then

1,903.45. Sold to Snorre S Kjetilson, Fjellfly, Skien, Norway. Used for target towing and possibly aerial advertising. Operated alongside fellow ex RCAF Harvard FS917/LN-BNN.

05 Dec 60 - Norwegian CoA issued.

05 Jan 61 - Formally registered to Fjellfly as LN-BNM (Temporarily registered from 26 AUG 60).

13 Sep 68 - Last flight - 1 hour 40 minutes. Total flying hours 3934.00. Airframe logbooks DoRIS ref DB248.

31 Dec 68 - CoA expired. (As did that of fellow Fjellfly Harvard LN-BNN). Latterly stored at Telemark and Gardermoen, Norway.

May 72 - Sold to newly established Historic Aircraft Museum, Southend, Essex. Arrived via Felixstowe Docks c.12 May 1972. Museum opened, with the Harvard displayed outside still in Norwegian colours, 26 May 1972. Photos Control Column Aug 72 p.125; Air Pictorial Jul 72 p.267.

29 Jan 73 - Registration cancelled.

Later painted overall silver to represent standard USAF LT-6G '93584' coded LTA-584. Colour photo - Air Extra No.16 p.19. Also later carried yellow colour scheme as TA-392.

10 May 83 - Contents of Southend Historic Aircraft Museum auctioned by Philips; Harvard sold for £6000 to Paul Raymond for his Whitehall Theatre of War Project, but not used there.

Jul 83 - To Crucifix Lane Railway Arches, London Bridge for proposed London War Museum by this date - The London War Museum had opened, minus aircraft, in March 1983 and was taken over by Paul Raymond later that year. The aircraft were stored there but did not go on display.

Mar 85 - With the closure of Paul Raymonds London War Museum and Whitehall Theatre of War, the Harvard was purchased by the RAFM. It was latterly stored at Ringwood Farm, Shepreth, Herts.

Mar 85 - Delivered to RAFM RC&RC Cardington. Condition fair but corroded in engine bay. Photo as delivered to Cardington - Aeroplane Monthly Aug 85 p.395; As assembled at Cardington - Flypast May 85 p.2. Restored at Cardington using replacement mainplane centre section seized in shipment by HM Customs. This item was ex RCAF and little used. Photos under restoration - Flypast Jan.89 p.5; Aeroplane Monthly Nov 93 p.72; Aviation News 23 Dec 88 - 5 Jan 89 p.751.

19 May 91 - Delivered on loan from Cardington to Newark Air Museum along with Oxford MP425. Photo being unloaded at Newark - Flypast Jul.91 p.34.

May 94 - Returned off loan to RC & RC Cardington.

05 Oct 94 - To RAFM Hendon from Cardington with Oxford MP425. Displayed in main aircraft hall.

Text: Andrew Simpson

© Royal Air Force Museum 1997.

www.worldsirforces.com

"As you know, I have a large collection of books on the air forces of the world. I had seen references to the Janes World Air Force series, but at the price of \$1000 per year, I didn't want to spend that much without seeing the book. When I was home in Virginia, I tried to stop by at the local Janes' office to take a look at it to see if it was worth the money. I never did get to see one.

"Since I use the internet a lot, I posted a note on buy.com and, when one turned up for a lot less than \$1000, I got it. Then a little while later I got another for \$50 on eBay. So now I have two, one in loose-leaf format and the other soft bound.

I have volume #12 (2000) compiled by Lindsay Peacock and edited by Paul Jackson. It has 521 pages including some photos in black and white. There is a color section with insignia of the current world's air forces. Each air force has an 'Order of Battle' and an 'Inventory' section. Some have a 'Higher Level of Command' section and some have an airfield map and a 'Future Requirements' section. Some naval sections list 'Aviation-Capable Ships'. The OOB section lists 'Unit and Base' and 'Aircraft Type and Role'. The 'Inventory' section lists

'Role and Type', 'Original Total', 'Current Total', and 'First Delivery Date'.

"I found one omission of a type I know is being used by many air forces. This is to be expected in anything as monumental as this compilation; the major problem with this type of book is keeping up to date on the actual total of aircraft available.

"Would I pay \$1000 for this - definitely NO! Since the two copies I have are ex-government agency copies, I assume that they are the target audience for these books.

"Enclosed is a list of aircraft used by the UN. I found a website listing UN aircraft three years ago, but it hasn't been updated in all that time. I find these aircraft and their markings interesting although you only think overall white. Could you publish this in SAFO so as to elicit additions?

Chris Thornberg (SAFCH #175) 243 San Roke Dr., Barrigada, GU 96913-1131, USA.

United Nations (UNO) 45-

Company	Aircraft	Service	Date	Number	Document	Lockheed	C-130H Hercules	{NOR}	*P
A.C.	690A Commander	{UN}		1	*SP	MBB	L.100-30 "	{ANG Civ}	*P
Aeritalia	G.222					Mil	Bo 105		
(IAI) Westwind		{AUS Civ}		1	*SP		Mi-8, Hip	{IND}	*P
Antonov	An-12 Cub	{ }			*P		Mi-17, "	{ }	*P
	An-24, Coke	{BUL}			*P		Mi-26, Halo	{ }	*P
	An-26 Curl	{ }			*P	NAA	Mi-35, Hind	{IND}	*P
	An-32, Cline	{ }				Piaggio	F-86 Sabre	{PHL}	*P
	An-124					Pilatus	P.166DL	{ITL}	*P
Auster	(?)	{GBR}			*P	SAAB	PC-6 Turbo Porter	{ }	*P
Beech	Super King Air 200	{US Civ}		1	*SP	SIAB	J 29 Tunnan	{SWE}	*P
Bell	204, UH-1B Iroquois	{NOR}			*P	SIAB	SM-1019	{ITL}	*P
	205, UH-1H	{ }			*P	Sikorsky	S-55 Whirlwind	{GBR}	*P
	206L-1 Long Ranger	{CAN Civ}			*P		S-58 Wessex	{ }	
	212	{ARG}			*P		S61 Sea King	{GBR}	P
	412SP Arapaho	{NOR}			*P		S-61N	{ }	*P
B-N	BN-2 Islander	{ }	70/	1	*SP		S-65, CH53	{WGR}	*P
B.V.	CH-47 Chinook	{GBR}			*P	SNIAS	S-70, UH60A	{USA}	*P
CASA	212 Aviocar	{ }			*P		Alouette II	{GBR}	*P
deH.	Dragon Rapide	{GBR}			*P		Alouette III	{POR}	P
DIIC	DIIC-2 Beaver	{ }			*P		SA350 Ecureuil	{CAN Civ}	*P
	DIIC-3 Otter	{CAN}			*P		Gazelle	{GBR}	*P
	DIIC-4 Caribou	{CAN}			*P	Transal	SA330L Puma	{CHL}	1 *SP
	DIIC-6 Twin Otter	{CAN}			*P	Tupolev	C-160 Transall	{WGR}	1 *P
Douglas	C-47 Dakota	{ }			*P	Westland	Tu-154	{UKR}	*P
	DC-4 Skymaster	{ }			*P		Lynx AH.7	{GBR}	1 *P
EEC	Canberra B(I).8	{IND}			*P	Yakovlev	Scout	{GBR}	*P
Fokker	F.27 Friendship	{ }			*P		Yak-40, Codling	{ }	*P
H-S.	Andover	{NWZ}			*P				
Hughes	500D	{ARG}			*P				
Ilyushin	Il-76, Candid	{USR}			*P				

Legend: * Positive proof on hand; S Serial/code known; P Photo available.

News from New Zealand

The present government seem totally dedicated to destroying the NZ armed forces, and any ability that NZ has to conduct military operations, which hardly inspire an interest in the armed forces - everything you read today is bad news. Hence the fact that I have not done much writing lately. The following items cover the major news over the last 12 months or so as far as the RNZAF is concerned. The present government has stated repeatedly that NZ faces a benign strategic environment, and that they intend to optimize the NZ forces for the peace-keeping and disaster assistance roles, which does not require expensive combat aircraft and warships. This policy saw the government disband the entire RNZAF Air Combat Force - 2 and 75 Sqn on the Skyhawk; and even the MB339CB jet trainers of 14 Sqn. The three units were formally disbanded in December 2001, and the aircraft put up for sale. Most of the pilots have been recruited by the RAF and RAAF, both of whom are short of pilots. The National party said before the last election (which it lost) that they would restore a combat arm, but not stop the sale of the Skyhawks. One option suggested was a joint ANZAC sqn with Australia, but NZ has few pilots left with fast jet experience so re-building a combat arm would not be easy or cheap.

2 Sqn was based at Nowra in New South Wales, Australia, and returned home to NZ just a few days before disbanding.

A group called Save Our Squadrons (SOS) tried to prevent this by going to the High Court, but this failed as the judge decided in November 2001 that the equipment of the armed forces is a matter of government policy. NZ has an Air Force, but nothing specifies that it has to have a combat arm. An appeal was then lodged with the Court of Appeal in Wellington. This too was dismissed on February 25, 2002, which ended the legal options available. At the time of the disbandments the RNZAF had 17 Skyhawks and 17 Aermacchis in service. One of the latter, NZ6468 had been damaged following an undercarriage collapse at Ohakea on 9th February 2000, and had not been fully repaired. It will be sold in its current, partially repaired state. Had the Air Combat Force not been disbanded it would have been fully repaired and returned to service. A report in the British magazine *Air Forces Monthly* that this aircraft had been written off was incorrect.

Kaman SII-2 Seasprites: There have been some changes to the serial numbers allocated to the Seasprite fleet that are worth noting. It is RNZAF policy to assign different serial blocks to different models of the same aircraft type. When the type was first ordered it was announced that the serials were to be NZ3441-44 for the four ex-USN SII-2F Seasprites, and NZ3451-54 for the four new build SII-2G(NZ) Super Seasprites (a fifth aircraft was ordered later). These numbers were carried by the SII-2F, but by the time that the SII-2G(NZ) was delivered in 2001 serials for this block had been changed to NZ3601-05. In both cases, the last two digits of the serial number are repeated on the nose. My earlier assumption that the SII-2G serials were NZ3401-04 was wrong, I had not realized that the first two digits had been changed, as well as the last two. I am sorry if I misled anyone.

All New Zealand military helicopters are numbered in the NZ3000 series, filling in gaps left over, mainly, from WW2 allocations. The Bell 47 Sioux was NZ37xx; the Bell UH-1D and UH-1H Iroquois were NZ38xx; and the Westland Wasp Hias.1 was NZ39xx. When the Seasprite was ordered it was

numbered in the NZ34xx block, with separate sub-blocks for the two versions, as only the NZ34xx and NZ33xx blocks had not been issued. This makes it especially surprising that the SH-2G(NZ) has been numbered in the NZ36xx block, since this was previously allocated to the Douglas DC-6 in 1961, although only the numbers NZ3631-33 were actually used. It is very unusual for two different aircraft types to share the same serial block, even where large gaps exist.

The Kaman SH-2G(NZ) Super Seasprite has now replaced the interim SH-2F Seasprite in the Naval Support Flight of 3 Squadron, RNZAF. The helicopters are flown by Royal New Zealand Navy crews from the frigates *Te Kaha* and *Te Mana* (both Anzac class), and *Canterbury* (the last of the old *Leander* class ships still in service). Maintenance is carried out by a team of Air Force groundcrew when embarked. The basic finish is light grey overall, with all markings in medium grey. The insignia on the tail depicts a crouching Maori warrior holding a spear, and is taken from the squadron badge. The same design was also used on the old NZ one shilling coin, which was introduced in 1933 and replaced by the present 10c coin in 1967, when decimal currency was introduced.

The SH-2G(NZ) can carry a pair of long range fuel tanks; and is armed with two AGM-65 Maverick missiles, and a 7.62mm MAG58 machine-gun in the rear cabin - starboard side only.

Withdrawn SII-2F, NZ3442, has gone to the RNZAF Museum, Air Force World, in Christchurch. It was delivered in November 2001. Many parts had been removed as spares for the new SII-2G(NZ) fleet, but Kaman are to donate non-airworthy parts to restore the aircraft for static display.

At the beginning of February 2002, the NZ Prime Minister visited the sub-Antarctic Auckland Islands to the south of NZ, aboard the Navy frigate HMNZS *Canterbury*. Embarked was the Kaman SII-2G(NZ) Super Seasprite helicopter NZ3601, from the Naval Support Flight of 3 Squadron normally based at Whenuapai (the Flight moved from Hobsonville to Whenuapai some time ago).

Apart from transporting VIP's, the helicopter was used to deliver supplies for the Department of Conservation. During one such flight, the cabin door window on the port side blew out, with debris striking the tail rotor. No VIP's were aboard at the time. Television news film, broadcast on February 4, 2002, showed the helicopter back in its hangar aboard the *Canterbury*, with apparently minor damage. However the planned return flight back to NZ was cancelled, and the Prime Minister's party returned early aboard HMNZS *Canterbury* in order to maintain their schedule. NZ3601 only arrived in NZ in June 2001. This helicopter took part in the flying display during an air show at Whenuapai on March 16, 2002, so the damage was clearly not serious.

An SII-2G was damaged in a heavy landing aboard the frigate HMNZS *Te Mana* on February 20, 2002. NZ3604 was conducting sea trials to establish operating limits for the type, which differs in a number of respects from the previous SII-2F. It was coming in to land in heavy seas with the ship pitching up and down, and landed heavily, causing the undercarriage to collapse, resulting in damage to the radar dome and fuselage structure. The accident took place in Cook Strait, which separates the North and South Islands of New Zealand. None of the three crew aboard were injured.

It has been decided to return the helicopter to the

Kaman factory in the USA for repairs, as the damage was extensive, and could not be repaired locally. The aircraft is to be returned to America by sea, and reportedly repairs could take a year or more; the cost being estimated at \$2m NZ (about \$1m US).

The fifth and final RNZN Super Seasprite is due for delivery in 2003.

King Airs: The three Beech Super King Air 200 light twins flown by 42 Squadron (serials NZ1881-83) since July 1998 were joined by another pair (NZ1884-85) in April 2002. All five are leased from Aeromotive Ltd, a subsidiary of the Pacific Aerospace Corporation, and are all ex-US civil aircraft. The company is also responsible for maintenance.

42 Sqn moved from Whenuapai to Ohakea in December 2001/January 2002, and took over the old 14 Sqn hangar. All RNZAF training aircraft are now based at Ohakea. The King Airs are mainly used for pilot training. Following a Basic course on the CT-4E Airtrainer (built by PAC, and also leased from Aeromotive Ltd) pilots are streamed, doing either a Helicopter Basic Course on the Sioux with 3 Sqn; or a Multi-engine Basic Course of 85 hours on the King Air to gain their Wings. Further training includes an introduction to tactical transport or maritime flying on the King Air, before trainees are posted to 5 or 40 Sqn for conversion on to an operational type. Secondary roles include VIP and communications flying.

The first three King Airs wear the standard scheme for transport and communications aircraft: light grey with a white cabin top, and a light blue cheatline edged in dark blue. Full colour roundels are worn in all six positions. The badge of 42 Sqn, comprising a New Zealand Pigeon on a globe showing New Zealand and the surrounding seas, is carried on the fin. NZ1884-85 initially retained their civil schemes, with the addition of military markings. However, in September 2002 NZ1885 acquired a new scheme based on the civil finish of NZ1884. This is light grey overall with a white cabin top, and full colour roundels and fin flashes. The cheatline now comprises a dark central line and two light blue outer lines with plenty of white space. The lines are initially parallel but broaden out and sweep upward towards the rear. Three wavy lines also appear on the fin. The result is horrible, a trendy modern-art look rather than a sober and military appearance. The rest of the fleet is to be repainted in due course.

Iroquois: The Iroquois fleet is in the process of changing over from a three tone camouflage finish of medium green, dark green, and dark grey to overall dark green with black markings. However, some aircraft sport a hybrid scheme, as the fuselage and tail boom are sometimes in different schemes. The last time NZ Iroquois changed colour scheme, from green/green/tan to green/green/grey, similar mixed schemes were to be seen, as the fuselage and tail boom components did not always match.

Following an incident in East Timor on March 4, 2002, when the tail rotor gearbox failed as an Iroquois was coming in to land, all 14 Iroquois are to have their gearboxes replaced with more modern items. The incident led to the temporary grounding of the Iroquois while they were checked over. Priority was given to modifying the four aircraft serving in East Timor, with NZ based aircraft following.

Some of the Iroquois that served in ET have been

flying in NZ, still in their all-white UN colour scheme, but with normal RNZAF markings. There is still no sign of a replacement for the UH-1, which has been in service since 1966, but this is supposed to be under consideration, along with a replacement for the Sioux in the training role.

Afghanistan: Supporting the war on terrorism, two RNZAF Hercules transports flew to Afghanistan in December 2001. Reportedly they were carrying members of the New Zealand SAS, but the Government refused to confirm that the SAS were in Afghanistan until March 2002, after their presence was revealed by the US government. The numbers involved have still not been disclosed. A small number of peace-keeping and logistics personnel have also been deployed. Further Hercules flights have been made to Afghanistan, but these have received little publicity.

Plans to send a white-painted Hercules to Afghanistan, to assist the UN World Food Programme aid effort, have been dropped. In 2001 it was expected that the aircraft would be in Afghanistan by January or February 2002, but it was announced in early March that the aircraft was no longer required. Had it gone, this would have been the first time that an RNZAF Hercules had worn such a scheme.

On November 11, 2002, the government announced that NZ forces are to go to the Persian Gulf to take part in anti-terrorism operations. Officially, they are only to take part in monitoring shipping in the Gulf of Oman and the Arabian Sea, searching for members of al Qaeda and the Taliban. They will be part of a Canadian led naval force. The government has said they are not for use against Iraq, and NZ would only consider joining military action against Iraq if it is approved by the UN.

It was stated that the frigate HMNZS Te Kaha (which can carry a Kaman SH-2G(NZ) helicopter) would sail for the area immediately, but she did not actually leave Western Australia until November 26. She will be replaced by her sister ship, HMNZS Te Mana, in February 2003 (or June according to another report, but this seems a very long deployment).

A 5 Squadron Orion will be deployed on similar duties from April 2003, but no announcement has yet been made on where it will be based. This deployment should last six months, with individual aircraft and crews being rotated.

A 40 Squadron Hercules will be sent to Afghanistan

in mid-2003, for general transport duties.

East Timor: NZ forces were withdrawn from peace-keeping duties in East Timor during November/December 2002. The detachment of four Iroquois helicopters at Suai, in the south-west of the country, was reduced to three from November 1, 2002. Flying operations ceased on November 15. On the same day a formal ceremony was held to mark the end of NZ operations, and the handover to Thai and Singapore forces. All equipment has to be inspected and thoroughly cleaned before returning to New Zealand in sealed shipping containers to prevent pests and diseases from entering NZ.

NZ has had an infantry battalion and helicopters in Timor since September 1999. Personnel from all three services, and the police, have served on the island.

Personnel began returning home in early November, the withdrawal to be completed during December. This will leave only a small number of instructors attached to the East Timorese forces. Five NZ servicemen died while serving in East Timor, one being the first NZ soldier killed in action since 1972, during the Vietnam War.

Boeing 727 and 757: On November 18, 2002 it was announced that the Boeing 757-200 had been selected to replace the aging Boeing 727 in the long range passenger/freight/VIP transport role. The type has suffered reliability problems in recent years; and current international noise regulations also limit operations.

The 757 twin-jet airliners will be second-hand, ex civil airline aircraft. Two are to be bought, and are expected to be in service by mid-2003, with military modifications to be completed by the end of 2003. With the downturn in the global aircraft market, it is expected that they can be purchased cheaply. Serials will likely be in the NZ7000 block, which is used for transport aircraft. The Boeing 727's were numbered NZ7271-73, so the 757's might be numbered in a similar way.

Lockheed C-130H Hercules: (NZ7001-03 built in 1965, and NZ7004-05 in 1968) will be upgraded rather than replaced with new C-130J's. NZ had options for up to eight aircraft, sufficient to replace both the C-130H and the Boeing 727, if it had been decided to replace the two types with a single aircraft. The government claims that the C-130J is too expensive, and has too many "problems". The

C-130H will receive a structural upgrade, as well as new communications and navigation systems. Work is to begin in 2004, and this should extend their service lives by at least another 15 years.

Lockheed Orion: A limited communications and navigation upgrade is also planned for the Orions, following the cancellation of a much more compressive radar and ASW upgrade under Project Sirius in 2001 (an even earlier upgrade, Project Rigel II was also cancelled). This is due for approval by the end of 2002. Project Kestrel, which saw the aircraft fitted with re-furbished wings, tailplanes, and engine nacelles, to extend their service lives, has now been completed.

National Insignia: The low visibility red/blue Kiwi roundel and fin flash are on the way out. This style was worn only by the Andover, Hercules, and Skyhawk, in four positions (upper port wing, lower starboard wing, each side of the rear fuselage) with matching fin flashes. The Iroquois helicopter carried roundels only on the tail boom, with no fin flash. Of these, the Andovers are all gone; the Skyhawk had changed over to a plain green finish with black markings before their retirement; leaving only the Hercules and Iroquois, both of which have now adopted black only markings, without a fin flash. The red/blue style was adopted in 1984, initially on Skyhawks in the new Lizard scheme.

Current markings comprise high-vis red/white/blue roundels in six positions, with matching fin flashes on the CT-4E Airtrainer, Beech 200 King Air, and Boeing 727. The latter is unique in having its roundels on the front fuselage, with a partial white outline. Full colour roundels on the Bell 47 Sioux in two positions. Low-vis black-only roundels, with no fin flash, on the Hercules in four positions; and on the Iroquois in two positions. The Orion is medium grey with dark grey roundels in six positions, but with no fin flash; while the Seasprite is light grey with medium grey markings in two positions. These new low-vis markings have the red Kiwi and blue outer ring of the high-vis version applied in just one colour - the white areas are left blank, allowing the background colour (green, grey, or white) to show through.

Paul Adams (SAFCH #773), 14 Walters Rd., Mt. Eden, Auckland, New Zealand.

Aviacion Naval Ecuatoriana T-34C-1 Turbo Mentor

Jorge Delgado P.

At the beginning of the 1980s, the Ecuadorian Naval Aviation acquired three T-34C-1 Turbo Mentors. Acquired through the auspicious of the National Defense Council, they were used for both basic and advanced flight training of new naval aviators. The aircraft were delivered in red and white colors used by the US Navy, but shortly the red was changed to navy blue. This scheme lasted for only a few weeks before it was changed to the grey and white scheme that has been used to the present day.

After 20 years of non-stop service, the Turbo Mentors are

now being phased out of the primary training roll in favor of the new T-36 Pillan. The T-34C-1 will continue serving in the advanced part of the flying syllabus.

The Ecuadorian Navy Turbo Mentors have always carried the same serial numbers: (Aviacion Naval) AN-221, AN-223, and AN-225.

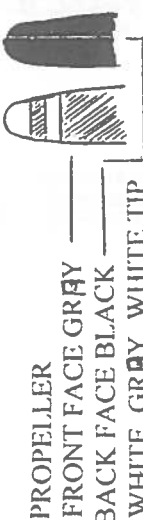
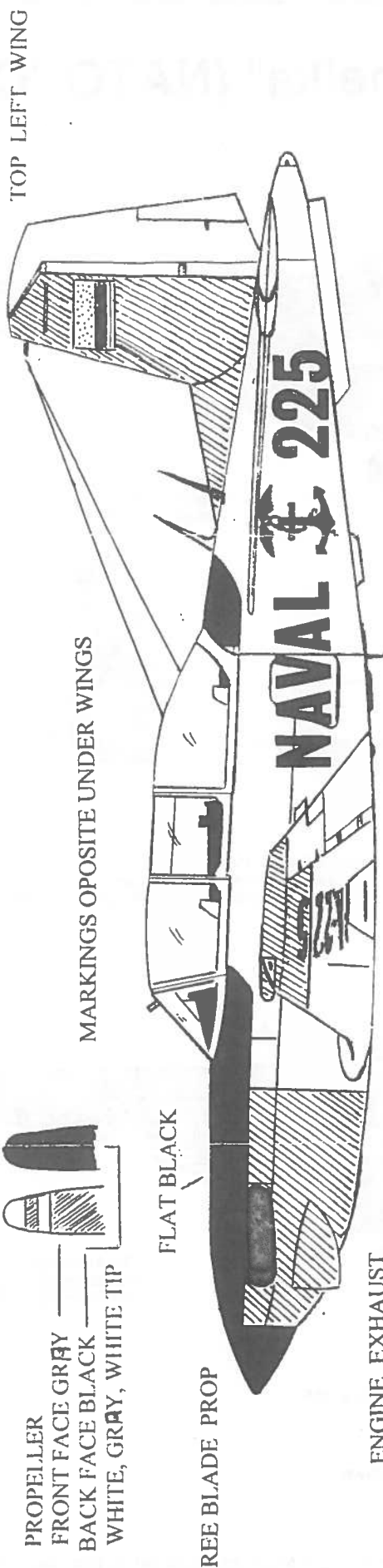
Jorge Delgado P. (SAFCH #862), PO Box 2207-URDESA, Guayaquil, Ecuador.

TURBO MENTOR T-34C-1

AVIACION NAVAL ECUATORIANA

BOTTOM RIGHT WING

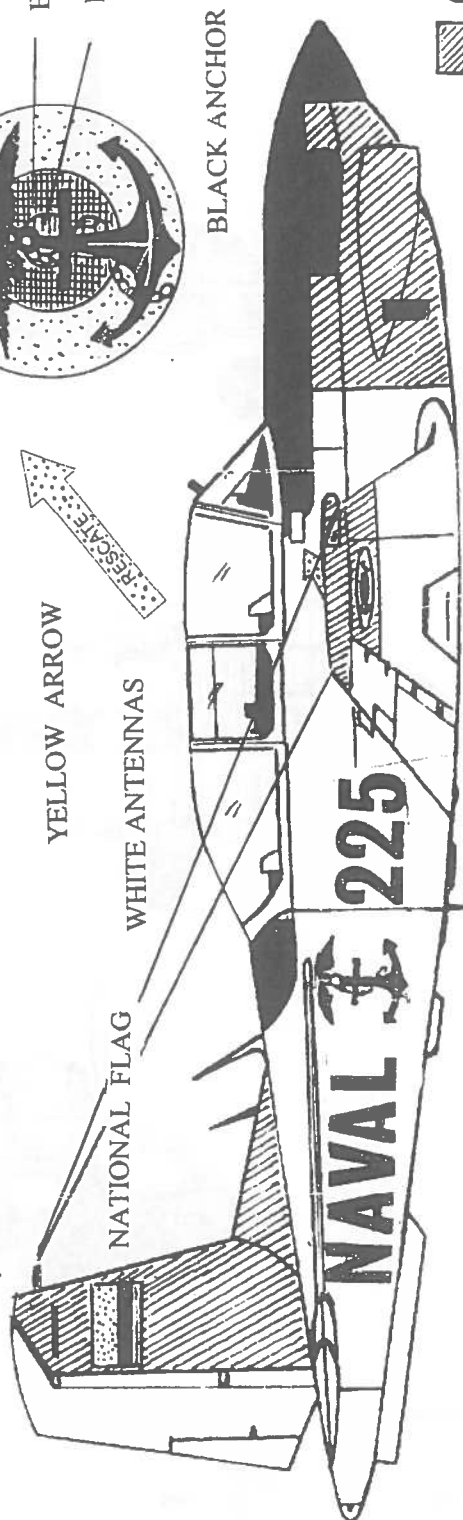
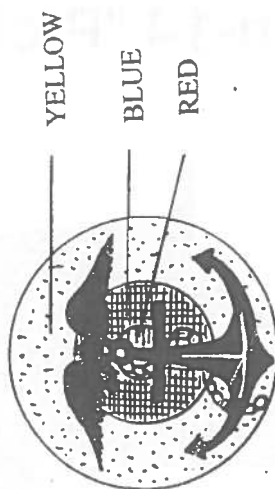
AN-225



MARKINGS OPOSITE UNDER WINGS

TOP LEFT WING

LETTERS AND NUMBRES IN BLACK



YELLOW ARROW

WHITE ANTENNAS

NATIONAL FLAG

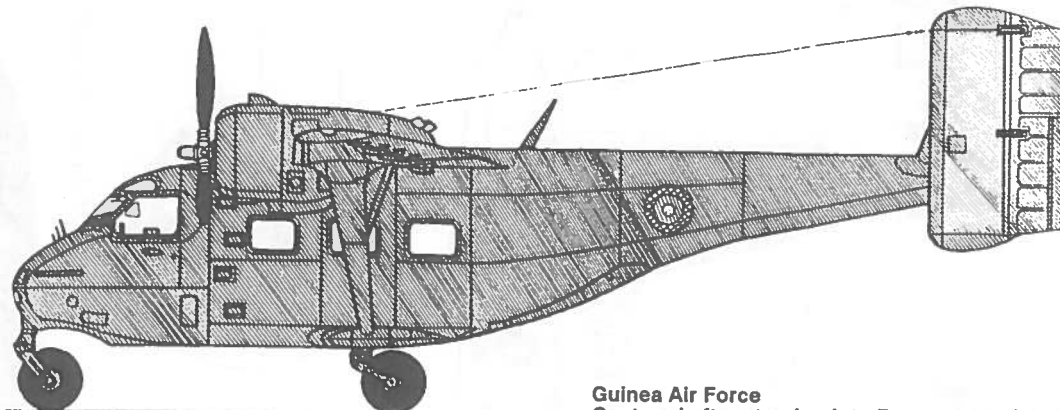
BLACK ANCHOR



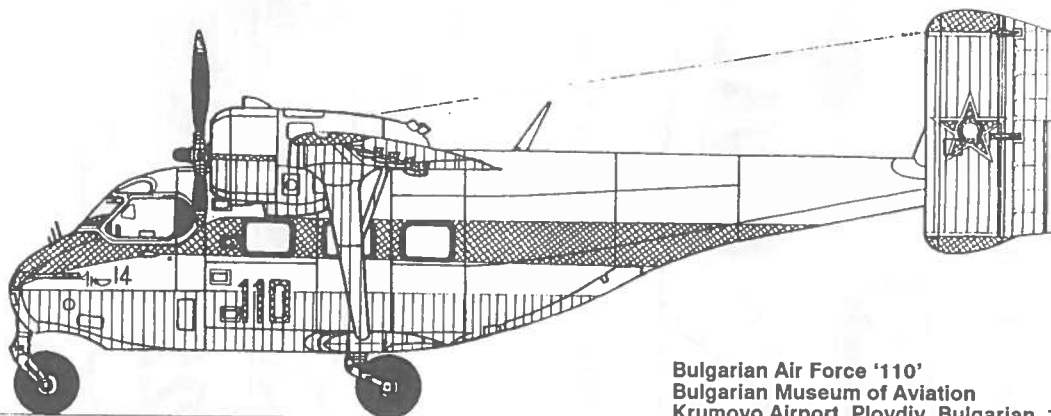
BLACK WALKWAYS
ENTIRE AIRCRAFT WHITE

CAP JORGE DELGADO P.
(SAFCH # 862)

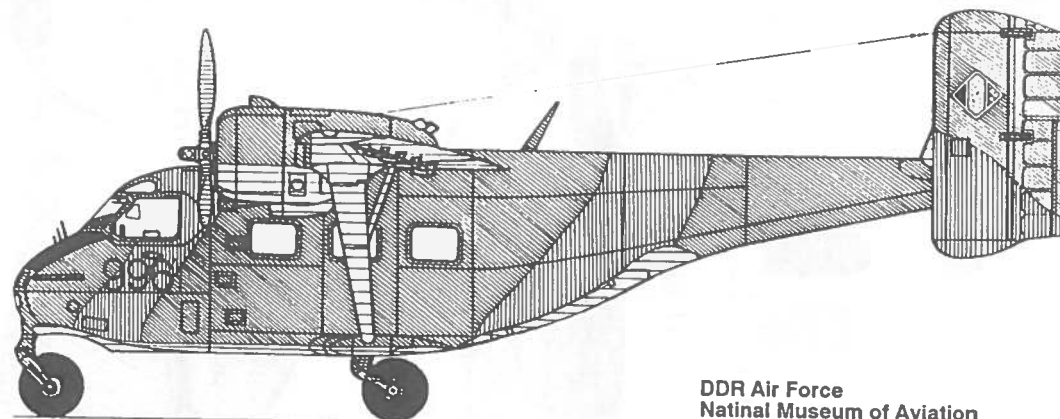
Antonov An-14 "Ptchelka" (NATO "Clod")



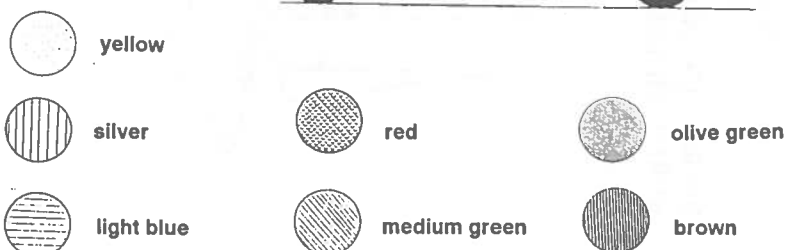
Guinea Air Force
Captured after straying into Portuguese airspace
Bissau Airport, 1971



Bulgarian Air Force '110'
Bulgarian Museum of Aviation
Krumovo Airport, Plovdiv, Bulgarian, 1991



DDR Air Force
National Museum of Aviation
East Germany, 1988



Hebert Cance (SAFCH #809), 56 Bd. E. Lintilhac, 15000 Aurillac, France

Aircraft of the Uruguayan Military Aviation

Part Two: The Escuela Militar de Aviación 1919-

Pedro Otto Cerovaz, Gary Kuhn, Eduardo Luzardo

After the First World War, the first aeronautical missions organized by the recently victorious nations arrived in the region of the Rio de la Plata. Their purpose was to sell surplus airplanes to the embryonic and needy air contingents. Similar missions went to other points of the globe where similar needs for up-to-date aerial technology existed. Most such missions established themselves at a prominent location, such as Buenos Aires, Argentina.

The short distance between this city and Montevideo, the capital of Uruguay, brought to the Escuela Militar de Aviación some of the best Allied aircraft only a year after the end of the war. They were needed, as the tired Farmans and Castaiberts (see SAFO #101) were practically out of service by the time that the first really modern aircraft arrived: the British Avro 404K.

In April 1919, an Avro 504K arrived at the Escuela, piloted by Major (RAF) Frank P. Scott, representing the A.V.Roe Co. Ltd. After a number of demonstration flights including one with the Uruguayan president, Dr. Baltasar Blum, the plane was bought in August. An English mechanic, A.R. Seabrook, was lured to instruct his local counterparts. On 2 October 1919, the plane was destroyed with the loss of one crewman. This plane was never painted in Uruguayan markings and was still in RAF colors when it crashed. The school was now without an aircraft for instruction. Then came the Italian-American, Lawrence Leon, representing Curtiss with a Jenny and the first French demo aircraft raising the morale of the Escuela when two Spad XIII fighters were acquired.

The Avro 504K returned to Uruguayan skies in 1920 when, in July 1920, four surplus Avro 504K were selected in England by an Uruguayan officer. These were assembled in Uruguay by Handley Page, the firm then representing Avro in South America. They were given Roman numerals 'I', 'II', 'III', and 'IV'. In July 1921, a fifth Avro, given number 'V', was put into service. Meanwhile, Avro 'III' had crashed in May 1921. It would be repaired only to be destroyed in another mishap in May 1923.

Avro number 'VI' made its debut on 1 January 1923 and 'VII' on 12 May of the same year. Another Avro, this one belonging to the civilian Aeroclub del Uruguay, was assembled at the military installation. It was flown regularly by military personnel in instruction of civilian members of the aeroclub based at the same airfield. This aircraft was marked 'AC'. On 24 April 1924, Avro 'I' was damaged in a crash. It was repaired only to be destroyed on 1 October of the same year. In 1925, Avro '11' (Arabic number were now used for the expanding fleet) joined the light line on 23 April and number '12' on 11 June.

The school now had 61 aircraft in total: 22 in use, 13 in

reserve, 7 under repair, and 19 being assembled. There were 9 Avros in use (including one of the reserve), and civilian plane 'AC'. The mechanics did much good work in the reconstruction of heavily-damaged aircraft of all types. From 1921 to 1926 there were about 20 accidents and each time the plane was repaired. New aircraft arrived in 1926: Avro '14' on 28 April, '16' on 30 June (but it crashed on 23 September), and '14' on 13 November.

Since August the Avros assembled at the school were identified as A.I.M.E. instead of Avro. The abbreviation was for Spanish for "Instruction Airplane School Model". AIME '13', which was activated on 21 June 1927, brought the total of the Avros at the school to 16 both active and reserve. In 1929 the aeroclub was revived when it began operating 'AC-2', a civilian Avro. The year 1930 brought another designation change using "AIME 6" to indicate the Avro 504K model; 'AIME 6 Nr 4' was an example of this designation. The last pair of Avros were assembled in 1931. These were AIME numbers '9' and '21'.

1934 marked the end of the Avro 504K era at the school. The final airworthy pair ceased all activity in January, without available replacements. Only Potez XXVs and a Farman 190 ambulance were left flying. But a year later came the natural substitute, factory-fresh de Havilland Tiger Moths.

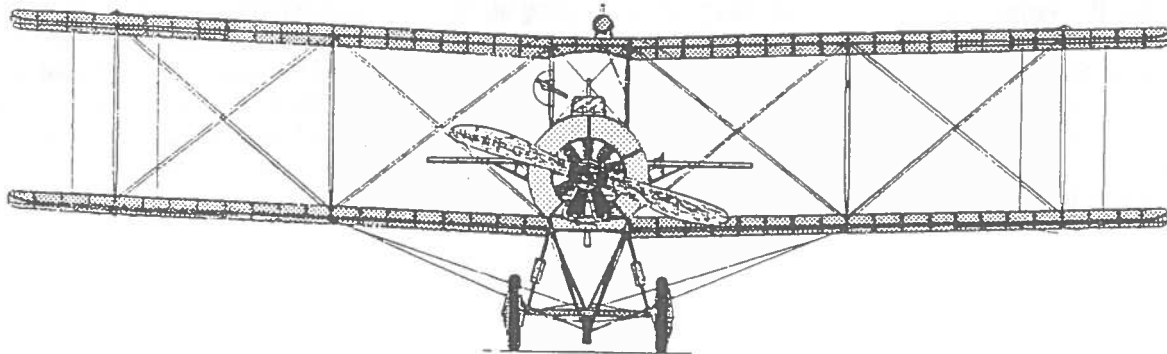
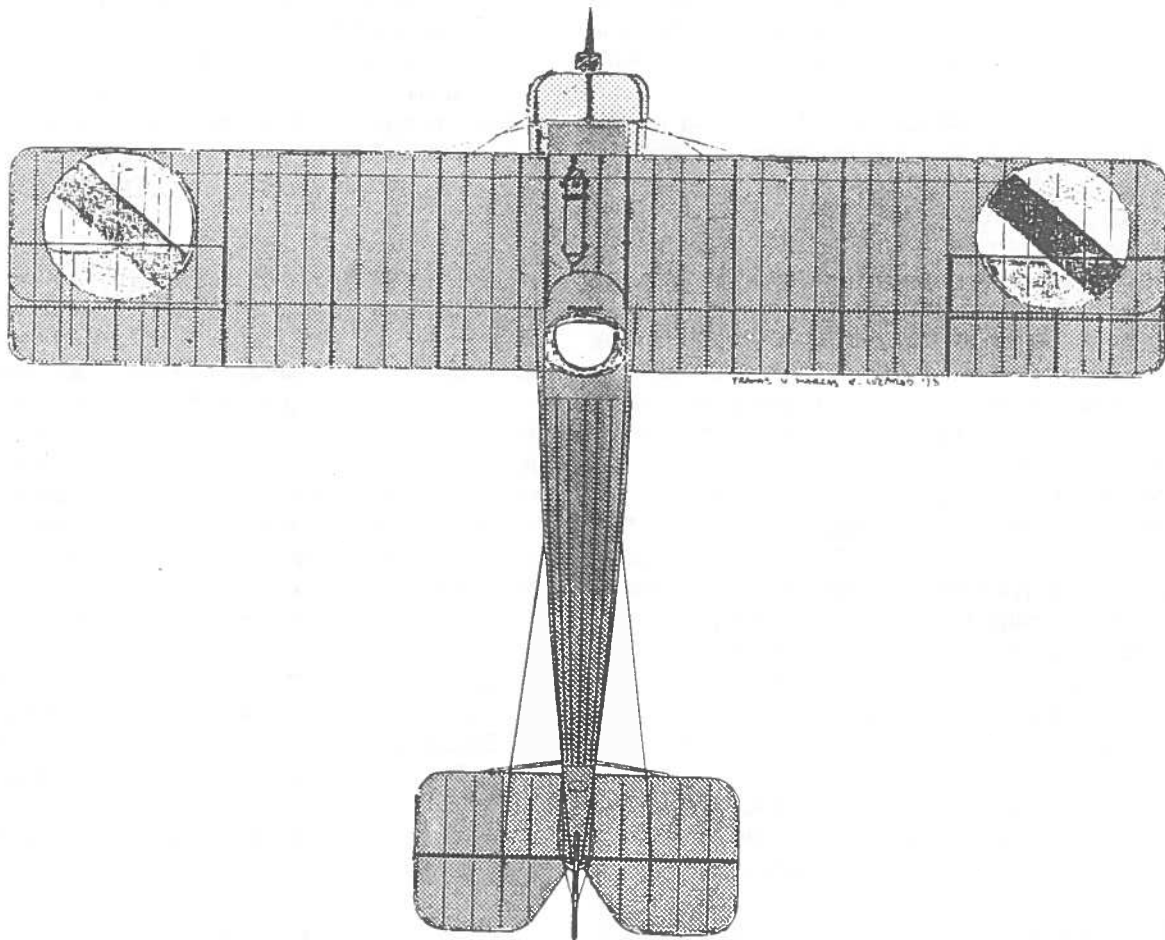
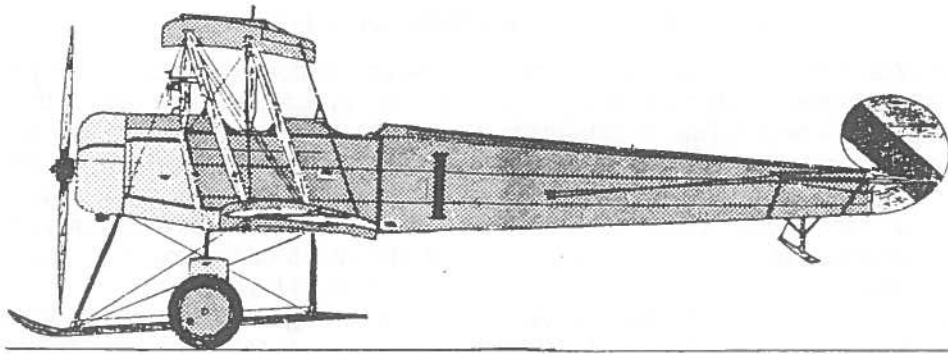
It is noteworthy to recall the skill of the mechanics and technical personnel during the Avro 504 era. Besides returning heavily-damaged aircraft to service, they performed a number of modifications to the Avros that are perhaps unique including a tail section with a conventional rudder, a completely circular engine cowling, and a Nieuport-style landing gear without a central skid.

Unfortunately, no Avro was preserved.

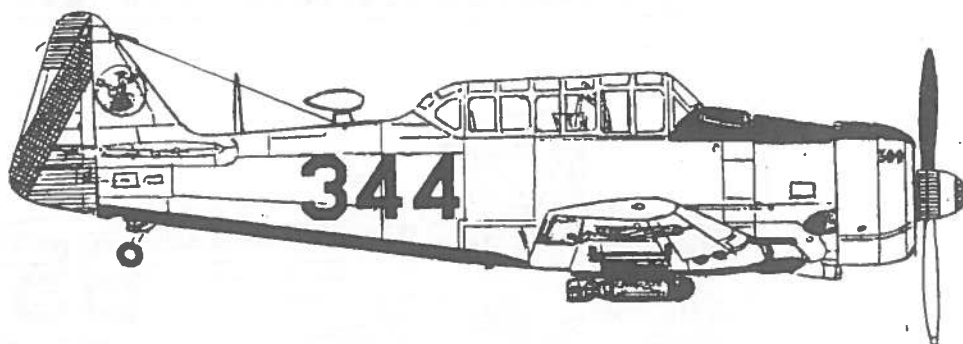
Gary Kuhn (SAFCH #257), 23-D Crusader Ave. East, West St. Paul, MN 55118-4456, USA. ggkuhn@earthlink.net
Eduardo Luzardo (SAFCH #383), Picardia M.267 S.37, 91001 Barros Blancos, R.8 Km. 22,500, Uruguay.

Source: Historia de la Fuerza Aerea Uruguaya, Vol. 1, by Juan Maruri.

Aircraft is entirely RFC green or the local equivalent. The wing struts and landing legs are varnished wood as is the propeller. The cowling and panels in front are dull metal. The insignia, in the form of the flag of the national hero General Jose Artigas, is carried in four wing positions and on the rudder. The colors are blue/white/blue with a red diagonal. During the early years of the school, the blue was a medium shade.

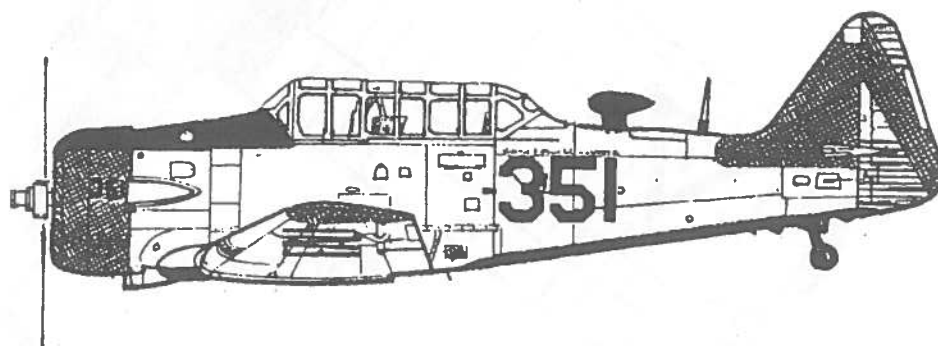
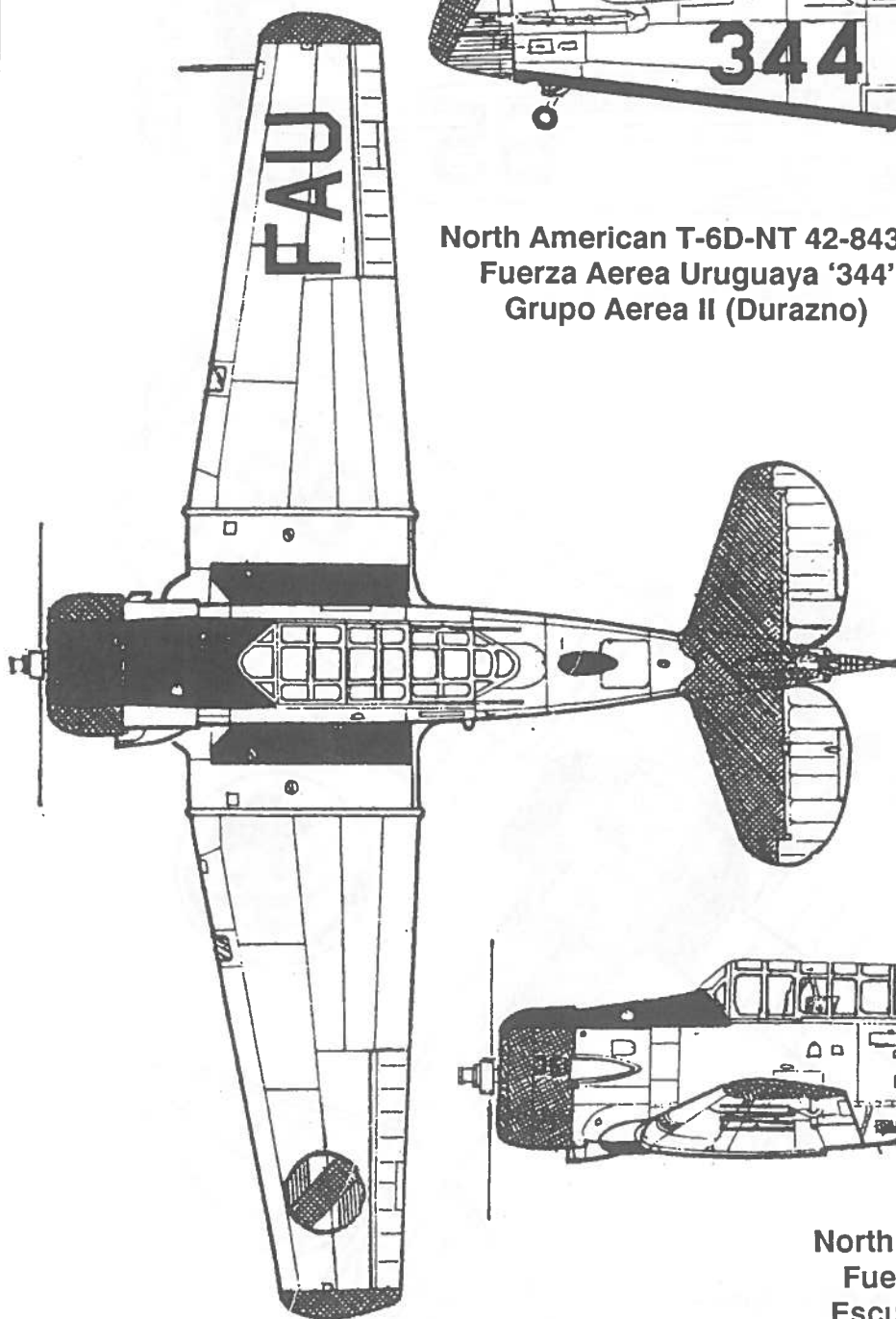


A Pair of FAU Texans



North American T-6D-NT 42-84375
Fuerza Aerea Uruguaya '344'
Grupo Aerea II (Durazno)

This is the color scheme carried circa 1968-1970. Overall aluminum with black anti-glare panel, wing walks, and the lower surface of the fuselage from the area aft of the wheel wells. The spinner is red/white/blue from the front, and the propeller is natural metal in front, black in back, with yellow tips. The II Air Brigade appears on both sides of the fin. The wing insignia and 'FAU' appear in USAF style (insignia on port upper and starboard lower). Insignia and rudder are blue/white/blue with red diagonal.



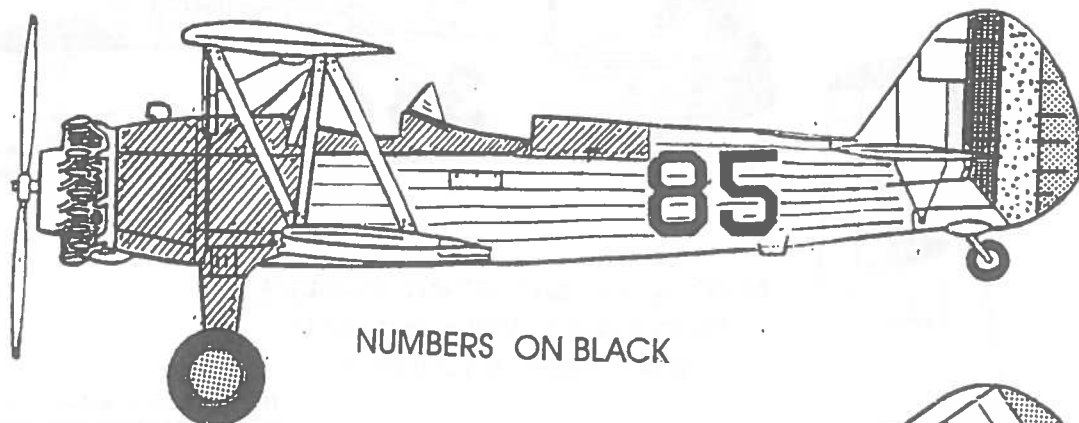
North American T-6-NT 41-32999
Fuerza Aerea Uruguaya '351'
Escuela Militar de Aeronautica
Aerodromo Militar Gral. Artigas (Pando)

Color scheme as 344, but with red areas denoting its use in the school. Black ADF antenna. Above the '351' on both sides is the inscription 'Escuela Militar de Aeronautica'.






Stearman PT-17

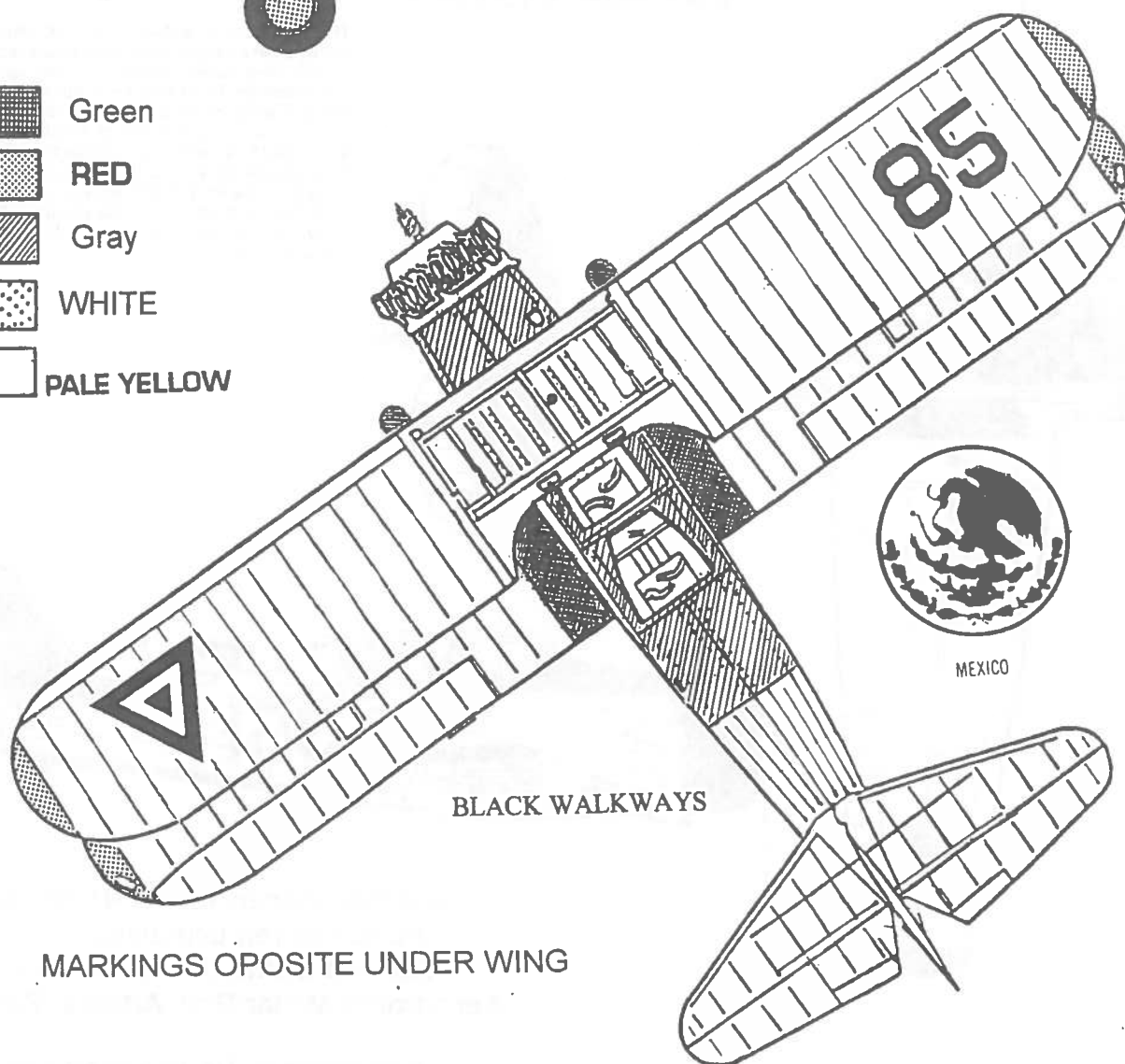
FUERZA AEREA MEXICANA

NATIONAL FLAG



NUMBERS ON BLACK

-  Green
-  RED
-  Gray
-  WHITE
-  PALE YELLOW



MEXICO

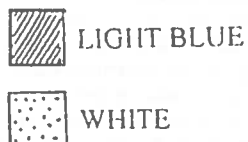
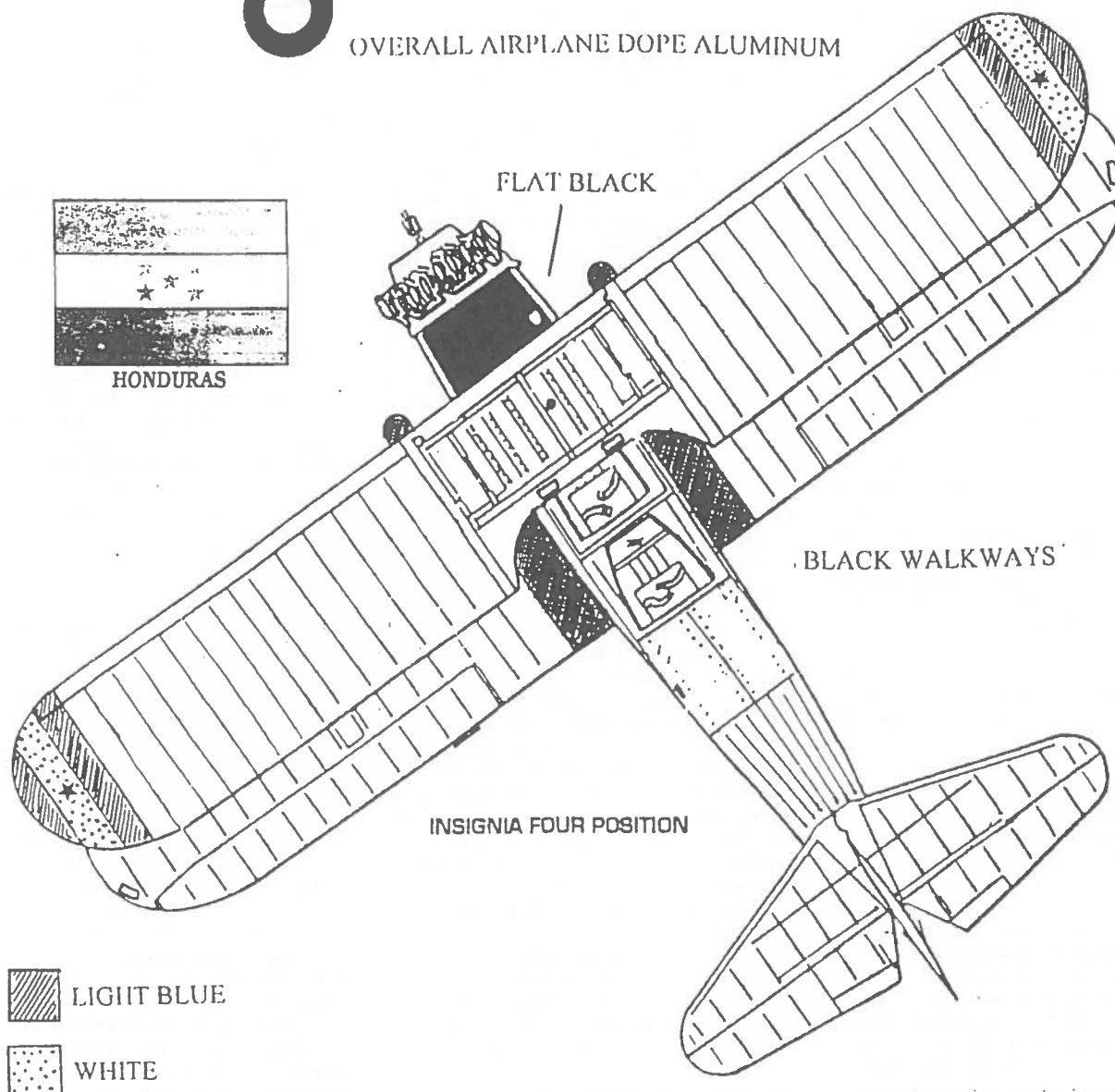
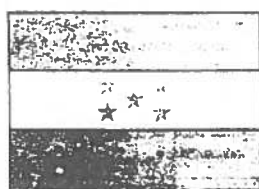
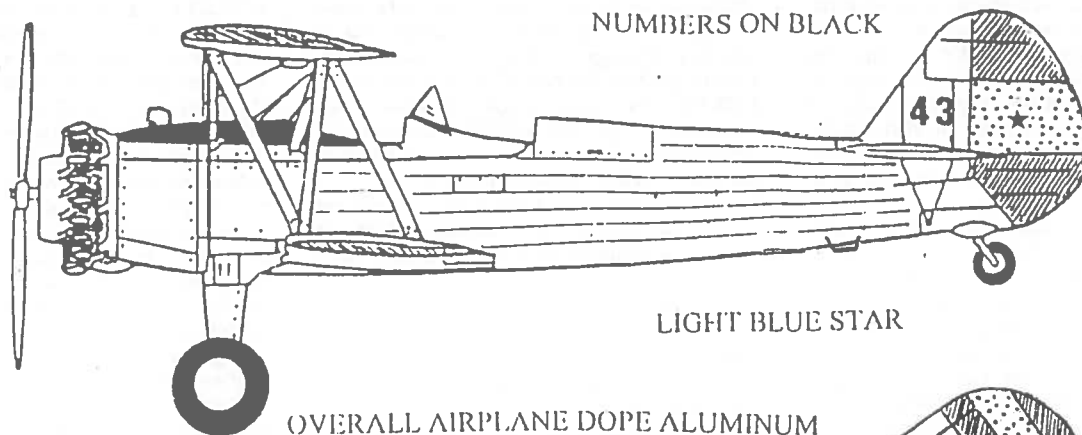
BLACK WALKWAYS

MARKINGS OPOSITE UNDER WING

CAP JORGE DELGADO P.
(SAFCH # 862)

Stearman PT-17

FUERZA AEREA HONDUREÑA



CAP JORGE DELGADO P.
(SAFCH # 862)

GRUMMAN G.15, G.20 & 12F DUCK, by Jorge F. Nunez Padin. Serie Aeronaval No.15. Lassspiur 1801, B8003BJI, Bahia Blanca, Argentina. E-mail: marauder@satlink.com. Web-site: fuerzas-navales.com.

In spite of the financial difficulties in Argentina, SAFCH member Jorge Nunez continues not only to publish his series on Argentine aircraft, but continuously to improve the quality of the presentation. This book, on the Argentine Ducks, consist of 32 pages on the usual high-quality glossy paper that allows outstanding reproduction of the b&w and color photos and of the color drawings. The text, entirely in Spanish, consists of 9 pages on "Historia" (entirely on the Argentine Ducks), 2 pages on "Tecnica", and 5 pages on "Historias Individuales". There is also a short section on "Colores & Insignias". Unfortunately, there is no English summary.

The Argentine Navy used eight G.20, four G.15, and 32 assorted J2F-4, -5, and -6. The G.20, which were delivered before the G.15, were similar to the JF-2. The G.15 was identical to the J2F-4 with its longer rear hull. (I think I caught the usually flawless Jorge in an error; the caption for the photo on page 31 describes a flight of "G.15", but the short hulls of the a/c in the photo surely belong to G-20.) It is the photos and drawings that are the main attraction of this book. There is one full page photo and 21 half-page photos along with 9 smaller photos. The color drawings consist of a side- and top-view color drawings of J2F-5 '2-O-21' and side-view color drawings of '2-O-21' a Grumman J2F-5, 'M-O-1' a Grumman G.20, and '2-O-9' a Grumman G.15.

Modelers intending to use the 1/72-scale Airfix kit of the J2F-6 to build an Argentine Duck will have to carefully choose a color scheme since the book contain only one photo and one drawing of the long-cowl -6. However, conversion to a short-cowl -5 or G.15 should not be too difficult, and there are a lot of illustrations of these. Markings will also be a problem. While the blue/white/blue rudder and elevators can easily be painted and the black codes can probably be found in the spare-decal box, the four wing anchors could be difficult to hand paint. The complicated naval insignia on the fuselage of some a/c would be a challenge for even the Michelangelo of modelers. I suggest picking one of the many a/c without this latter insignia. In 1/48 scale, the Classic Airframes J2F-2 should serve as a G.15 and their J2F-5 could serve as a J2F-5. There are plenty of color schemes for both these version in the book.

In either scale, the completed model with its blue and white tail feathers, chrome yellow upper wing, and grey or metal fuselage and lower wing would be a sure-fire eye catcher.

Review copy provided by the author.

DASSAULT MIRAGE IIICJ & IIIEA, by Jorge F. Nunez Padin. Serie Aeronaval No.15. Lassspiur 1801, B8003BJI, Bahia Blanca, Argentina. E-mail: marauder@satlink.com. Web-site: fuerzas-navales.com.

This, the latest in Jorge's Air Force series, maintains his usual high quality of research and presentation while enlarging on the number of pages (5 out of a total of 36 pages) devoted to color drawings. The Argentine Air Force operated 19 Mirage IIICJ and three IIIBJ (coded C-701 - I-722) and 19 Mirage IIIEA and two 3BE (coded I-001 - I-021).

The Spanish-language text consists of four chapters: "Historia" (5 pages), "Operaciones en Mal-

vinas" (3 pages), "Tecnica" (2 pages), and "Historias Individuales" (5 pages). A summary in English occupied one page. The usual "Colores & Insignias" section is missing in both Spanish and English, which is unfortunate since the drawings leave some questions about the placement of insignia on the upper and under surfaces of the wing. Color photos consist of one full-page photo, 6 half-page photos, and 8 smaller color photos. Black & white photos consist of 15 half-page photos and 8 smaller photos. Color drawings consists of a 3-view drawing of I-011 in 3-color camouflage, and 10 side-view drawings: I-018 in 3-color camouflage, I-003 in light blue; I-006 in 25th Anniversary colors; I-008 & I-002 in overall light grey with low-visibility markings; C-721, C-703, & C-704 in 2-tone brown camouflage; C-171 in distinctive red/white/blue scheme, and a IIICJ in Israeli marking (?).

This is another excellent book in Jorge's series and one that will both entertain the history buff and inspire the modeler with many off-beat color schemes.

Review copy provided by the author.

LeR 1, Kalevi Keskinen and Kari Stenman. Suomen Ilmavoimien Historia #20. Kari Stenman, Maininkitie 14A, 02320 Espoo, Finland. E-mail kari.stenman@kolumbus. Web site: www.kolumbus.fi/kari.stenman. 32 euros plus 6.50 euros for postage.

If you're a fan of the Finnish Air Force in WWII and you have a couple of photos of the Fokker C.V and C.X in Finnish marking, you probably consider yourself fortunate. So what would you think of a book that has 42 photos and four color side-view drawings of the Fokker C.X as well as a similar number of photos and drawings of the C.V? While, this latest book from Keskinen & Stenman has all these and a whole lot more.

This, the most recent of the Finnish Air Force Regiment Histories, consists of 145 pages including 4 color photos, 245 b&w photos, 20 color side-view drawings, one color 3-view drawing, one scale 3-view drawing, and 13 scale side-view drawings. The text is in Finnish, but the photos, which make up most of the book, have English captions and there is a 6-page English summary as well as 7 pages of tables ("War-time Commanders", "Operational Losses", "Aerial Victories", & "Serviceable Airplane 1940-1944") that need no translation. LeR 1 used a great variety of aircraft as seen for the following list of illustrations: Curtiss Hawk 75A-3 & -4 and P-40M; Fokker C.V, C.X, and D.XXI; Morane-Saulnier MS.406; Gloster Gladiator II; LaGG-3; Westland Lysander; VL Viima II and Myrsky II; Blackburn Ripon IIF; Bristol Blenheim I; Hawker Hurricane; and many others.

The reproduction of the photos is, as usual, outstanding and I am continually amazed by the number of photos showing the aircraft in interesting setting with lots of activity by personnel surrounded by interesting ground equipment and buildings. These photos should inspire a great many ideas for the diorama builders and for the modelers just wanting to put their models into a realistic surrounding.

This completes the first four volumes (LeR, 1, 2, 3, and 4) of the series that now totals 600 pages and 1000 photos. The story of the final regiment, LeR 5, that flew with the naval forces is yet to be told.

Review copy provided by Kari Stenman.

MIDWAY: LA REVANCHÉ, Batailles Aeriennes #22. (84 pages) Lela Presse, 29 rue Paul Bert,

62230 Outreau, France. One-year subscription 32 euros plus 7.63 euros in Europe or 12.19 euros for other countries. E-mail: a.presse@wanadoo.fr

Although no small air forces took part in the Battle of Midway, this turning point of WWII in the Pacific holds a special fascination for all aviation enthusiasts and modelers alike. Nowhere has this story been so well illustrated as in this latest volume from SAFCH member Michel Ledet. This volume is produced in the usual Batailles Aeriennes style in 84 A4-size glossy pages with French text, well-chosen and excellently-reproduced photos, maps, and beautiful color side-view drawings of aircraft that participated in the battle. The main body of the book consists of five chapters. (1) "Les premisses: Le bataille de la mer de Corail; Le perte du Lexington" 4 pages including 8 photos. (2) "US a Midway: Le plan; Decouverte des premiers navies japonais; Attaque dans le Grand Nord; Attaque japonaise sur Midway; Les bombardiers de Midway a l'attaque" 25 pages including 46 photos and three maps (Midway, Japanese fleet movements, and the search pattern of the Japanese floatplanes). (3) "La fin des porte-avions japonais" 19 pages including 42 photos and one map showing fleet and aircraft movements on 4 June. (4) "Epilogue" 4 pages including 8 photos. (5) "Conclusions" one page. There are four pages of appendices: "Japanese order of battle"; "US Navy order of battle"; and "US carrier aircraft on 4 June" listing code, BuA number, crew, and fate.

The "Fiches monographiques" are: (1) "Grumman F4F Wildcat" 3 pages including 5-view scale drawing and 5 photos of details. (2) "Douglas TBD-1 Devastator" 5 pages including scale 3-view drawing and 10 photos of details. (3) "Douglas SBD Dauntless" 4 pages including scale 5 view drawings and 7 photos of details. There are 14 color side-view drawings [Mitsubishi A6M2b (2), Nakajima B5N1. Grumman F4F-3 & -4, Douglas TBD-1 (3), Brewster F2A-3, Aichi D3A1 (2), Martin B-26, and Douglas SBD-3 (2)]. "Uniformes & tenues de vol" 9 color drawings of USN pilots and deck crew. [Ed: One of these drawings is of LT Dick Best who dropped bombs on two Japanese carriers in the battle. I had the great privilege of hearing him talk on the 50th anniversary of the battle.] The "Maquettiste" section consists of 4 pages on the 1/72-scale Hasegawa kit of the SBD-3 Dauntless with 4 color photos of the completed model.

Batailles Aeriennes #22 is another excellent publication from Lela Presse. Even if you have a library full of book on the Battle of Midway, you will want to add this book to your collection for the photos (many of which are new to this reviewer even though I've been a student of this battle for many years), the informative maps, and the beautiful color drawings.

Review copy provided by Michel Ledet of Lela Presse.

ENCICLOPEDIA SE LA AVIACION MILITAR ESPANOLA. Quiron Ediciones, C/Cromo P. 18-20 Poligono Industrial San Cristobal 47012 Valladolid, Espana. E-mail: quiron@quironediciones.com. Web site: www.quironediciones.com.

#45 (pages 705-720) "La Heraldica en la Aviacion Militar Espanola" continues with 5 photos (T-6s, a breathtaking photo of a restored Cierva C.30, & Sea Harriers), 2 color side-view drawings (Texan & Sea Harrier), 89 color drawings of unit insignia (perfect for copying on a color copier and applying to your model), and 19 color drawings of aviation

'wings'.

Poster inserts: Dornier Do 25 and Maurice Farman MF.11.

#46 (pages 721-734) This volume completes the "Heraldica" series with 13 photos (SH-60, Bo-105, & UH-1H), 2 color side-view drawings (Bo-105 & UH-1H), and 42 color drawings of unit insignia.

Poster inserts: Heinkel He 112B-0 and MBB Bolkow Bo-105CB

#47 (pages 737-752) Just when you think the Encyclopedia has exhausted its subject, they come up with a new twist - one that should be particularly appealing to SAFO readers. This volume begins an alphabetical presentation of the aircraft that served in the Aviacion Militar Espanola. (Remember, all photos and drawings are of a/c in Spanish military service.) The presentation begins with the Adaro 1.E-7 Chirita, a particularly attractive indigenous 2-seat biplane trainer with 3 pages including 5 photos and a color side-view drawing of a very colorful plane. The remaining pages of this volume are the first part of the story of the Aero A-101 Oca/Praga including 18 photos, a 3-view drawing, and a daily log of operations.

Poster inserts: Ju 88 C6 & Sikorsky SH-3D.

#48 (pages 753-768) This entire volume is devoted to a continuation of the story of the A-101 including 25 photos, a daily log, and 4 color side-view drawings.

Poster inserts: Harrier AV8-A and Canadair CL-215.

#49 (pages 769-784) The first 8 pages completes the A-101 coverage with 21 photos. [Ed: It will be a very lucky student of the SCW aviation whose archives contain more photos of the A-101 than is in these last three volumes.] Next, alphabetically, is the Aerodiffusion-Jodel D.119F Compositela with two pages including 3 photos and a color side-view drawing. One page is devoted to the Aeronca C-3 without any photos but a small 3-view drawing. The coverage of the Aerospatiale SA-319B Alouette III begins with 5 pages including 7 color photos and 5 color side-view drawings.

Poster inserts: Lockheed C-130H Hercules and CASA C-101 Aviojet.

#50 (pages 785-800) The Alouette III coverage concludes with 9 pages including 4 photos, a small 3-view drawing, a table of Spanish serial number, and then (most surprisingly) a 6-page table listing the serial numbers of every Alouette III used around the world from Abu Dhabi to Zaire. The Aerospatiale SA-330C/H is covered in 7 pages including 6 photos, 2 color side-view drawings, a small 3-view drawing, a table of Spanish serials, and a table of international serial numbers from Abu Dhabi to Malawi.

Poster inserts: Casa 2.111 (He 111) and Boeing Vertol 176 CH-47C Chinook.

#51 (pages 801-816) The Aerospatiale AS-330B/B1 (AS-532UC) Super Puma receives 6 pages including 8 photos and a 3-view drawing. The Aerospatiale AS-332MI Super Puma (AS-532UL Cougar) receives 6 pages including 6 photos, a 2-view drawing, a list of Spanish serials, and a list of international serial numbers from Abu Dhabi to Zaire. Next, is a Spanish-designed helicopter, the Aerotecnica AC-12, with 3 pages including 5 photos, a serial list, and one color side-view drawing. The final page begins the story of the Aerotecnica AC-13 including 3 photos.

Poster inserts: Fokker C.IV and Fokker D.X.

#52 (pages 817-832) The story of the AC-13 concludes in one page including 2 photos and serial numbers. The Aerotecnica AC-14 receives 3 pages including 4 photos and one color side-view drawing. Coverage of Bell Helicopters in Spanish service begins with the Agusta-Bell AB-212 with 12

pages including 18 photos, a table of Spanish serials, and 4 color side-view drawings.

Poster inserts: Fokker F-27M Maritime and Fokker F.VIIa/3m.

Review copies provided by Carlos Fresno Crespo of Quiron Ediciones.

WORLD WAR II AVIATION HISTORY RESEARCH REPRINTS. Historica, E-Mail: historica@aol.com. Web site: hometown.aol.com/historica/page1.html

SAFO member Michael Fletcher sent the following reprints for review along with the following explanation; "These five titles are part of an ongoing series of monographs dealing with aviation during the Second World War. They are reprints of US Government publication, most of which are either very hard to find and/or are microfilm, some of which are extremely difficult to read. They are, at the present time, being drawn for the US Army's Office of the Chief of Military History (the Japanese Monographs) and the USAF's Air Force History Research Agency. While the first five are mainly from the monograph series (three out of five), the next series will be more balanced with titles on the European Theater of Operations including the Luftwaffe, with a continuation of the Pacific Theater. They are reprinted using Arial 12 font, on 8.5" X 11" paper, and spiral bound, with 60 pound paper covers. The initial price includes handling and shipping, being mailed by USPS Book rate, unless otherwise requested (at an increase in cost directly related to the cost of shipping)."

AIR OPERATIONS IN THE CHINA AREA (JULY 1937 - AUGUST 1945): Japanese Monograph No.76. Prepared by: Military History Section, Headquarters, Army Air Forces Far East. 132 pages. \$18.50.

This is the first in a series of Japanese monographs to be reprinted by Historica and the Preface to the original document states: "The original studies were written by former officers of the Japanese Army and Navy under the supervision of the Historical Records Section of the First (Army) and Second (Navy) Demobilization Bureaus of the Japanese Government. The writers were handicapped in the preparation of the basic manuscript by the non-availability of many operational records which are normally employed as source material in this type of study. Many official orders, plans and unit journals were lost during operations or were destroyed at the cessation of hostilities."

As the title explains this is an account of Japanese air operation in China from the 'China Incident' of 1937 to operations against the Russian Army in August 1945. The type of information contained in the text can be illustrated by quoting the paragraphs from this latter action:

"On 8 August, Russia suddenly declared war against Japan. The China Expeditionary Army decided to use the entire air strength in China to check the enemy's advance and ordered the 13th Air Division, which had been deployed in the triangular zone in

preparation for operations against the sea front, to north China. The 13th Air Division first dispatched the 90th Air Regiment (Type 99 twin engine light bombers), the 54th Independent Air Squadron (Type 98 direct cooperation planes) and part of the 81st Air Regiment (Type 100 reconnaissance planes) to north China and prepared to deploy its entire strength in that area. By the evening of 14 August the first units were deployed on Peiping airfields and the same evening air

reconnaissance planes reported an enemy mechanized force moving in the area north of Ghangpei. Early the following morning, the main force of the 90th Air Regiment (20 bombers) attacked this enemy force. Then on receipt of the Imperial edict promulgating the termination of hostilities, all action was suspended."

The text, divided into nine chapters one for each year of the war, is supplemented by nine excellent maps that are essential to follow the actions described. There are also 14 tables containing information such as: "Japanese Army Planes Used in China 1937", "Estimated Disposition of the Enemy Air Strength in China (May 1944 to Dec 1944)", "Enemy Attacks, May 1944-Oct 1944", and "Special Attack Units, Aug 1945".

While the quality of this information is not up to what is expected today, this is probably as close to a primary source as we are going to get.

PHILIPPINES AIR OPERATIONS RECORD: PHASE ONE: Japanese Monograph No.11. Prepared by: Military History Section, Headquarters, Army Air Forces Far East. 43 pages. \$10.00.

The information in this monograph was collected from surviving Japanese orders, plans, and unit journals in the period immediately following the end of WWII. "It is part of a series initiated in October 1945 as part of a program to produce a complete history of the war in the Pacific from the Japanese view." The main part of the text consists of two chapters: (1) "The First Air Operations Against the Philippines" and (2) "First Operations on Bataan Peninsula". The text is supplemented by eight tables such as "Casualties Suffered by the 5th Air Group (8 Dec-7 Jan)", "Damage inflicted on Enemy Aircraft", and "Air Operations During the Attack on Corregidor (29 April-6 May)".

5TH AIR FLEET OPERATIONS: FEB-AUG 1945.

Japanese Monograph No.86: 137 pages. \$18.50.

Subtitled "War History of the 5th Air Fleet from 10 February 1945 to 15 August 1945", this Japanese Monograph is a "daily chronology of the 5th Air Fleet's attempts to deal with the increasingly strong American attacks against Okinawa, Iwo Jima and Japan." The result is an incredibly detailed account of the actions as seen from the Japanese side. A few quotes will give an idea of the contents. For 6 April:

"1. Eight Suisei Navy bombers and six Zero night fighters started at 0245-0300 to strafe and bomb the Okinawa airfields and landing forces convoys. Direct rocket bomb hits were reported on three cruisers and one transport was reported to be on fire.

2. The Kikusui No. 1 Operation was carried out immediately after last night's patrol. Reports from the Saiun reconnaissance planes and one Army Type 100 Hq. reconnaissance plane, which had taken off at 0700, states discovering two groups of task forces (six aircraft carriers) south of Oshima. Attempts were made to encounter and destroy the two groups. At 1430, two Saiun reconnaissance planes proceeded to observe the attack results.

3. 30 suicide planes and 23 Suisei Navy bombers were alerted to successively attack the task force southeast of Amani-Oshima, between the hours of 1015-1310. The majority of the bombers and fighters assaulted enemy aircraft carriers and cruisers, while the Suisei Navy bombers took after the enemy battleships. The other aircraft which were

unable to find any targets changed their course to attack ships off Okinawa. Judging from the reports sent in by our attack planes and from intercepted enemy reports, we have listed four enemy aircraft carriers as probably sunk."

This monograph is not an easy read. But, if taken one day at a time and comparing with published reports from the US Navy viewpoint, the effort should be worthwhile. There are no maps in this monograph, so it's a good idea to have a map handy.

Air Interdiction in China in World War II: Historical Studies: No. 132, by Dr. Joe G. Taylor, USAF Historical Divisions, Research Studies Institute, Air University, September 1956. 124 pages. \$16.50.

This is a critical study of air interdiction operations of the Fourteenth Air Force in China and Indo-China during WWII. "Detailed attention is given to a description and analysis of efforts to interdict ocean and river shipping, roads, and railroads." A listing of the chapter titles will give an idea of the contents: (1) "Coastal Interdiction", (2) "Interdiction of River Lines of Communication in China", (3) "Road Interdiction", (4) "Rail Interdiction in Indo-China", (5) "Interdiction of Chinese Railroads in World War II", and (6) "Conclusions".

One of the more interesting conclusion was: "The results of the Fourteenth Air Force campaign against ocean shipping were disappointing. Daylight missions against shipping off the China coast, even though claims exaggerated results, were recognized as not worth the effort. Sea sweeps by SB-24's with special low altitude bombing equipment were thought to be very fruitful during the course of the operations, but postwar assessments revealed that these missions were less efficient than daylight sweeps." Similar conclusions were reached about the ineffectiveness of river, road, and railroad interdiction. The author points out that a better use of aircraft and fuel would have been to drop mines outside harbors, river traffic could have been stopped if mines specifically designed for use in shallow water were available, and rail and road traffic disrupted if air-dropped land mines had been developed in WWII.

This makes for good reading for anyone interested in the use of air power.

SPECIAL OPERATIONS: AAF AID TO EUROPEAN RESISTANCE MOVEMENTS 1943-1945: Air Historical Office Headquarters, Army Air Forces, June 1947. 190 pages. \$30.00.

This study describes special operations of the AAF in both the European and Mediterranean theaters. Chapters are (1) "Resistance Movements and Allied Policies", (2) "Establishment of Allied Agencies and Air Units for Special Operations", (3) "Planning and Execution of Missions to Resistance Groups", (4) "Supply Operations to Western Europe and Poland", (5) "Supply Operations to the Balkans and Italy", (6) "Infiltration and Evacuation", and (7) "Leaflet Operations for the United Kingdom and Italy". There are 32 appendices describing such things as: "AAF, RAF, and Dominion Aircraft Engaged in Special Operations, MTO", "Special Operations, 11th Troop Carrier Squadron, June 1-30", "Supply Operations to Albania", "Special Operations to Czechoslovakia", and "Account of a Mission to Greece, 10-11 November 1944".

Review copies provided by Michael Fletcher of Historica. Historica is a World War II aviation history research service, offering information on a

large range of subjects such as units, aircraft, markings, order of battle, personalities, weapons, and many other subjects. The primary fee per question is \$30.00. A more detailed description of the service can be found at the web site listed above.

EARLY SOVIET JET FIGHTER: The 1940s and early 1950s, by Yefim Gordon. Red Star Volume 4. Midland Publishing, 4 Watling Dr., Hinckley, LE10 3EY, England.

This book covers the development of early Soviet jet fighters, starting with rocket-powered piston types such as the La-7R and Su-7R, and including the MiG-9, Yak-15, Yak-17, Yak-17UTI, Yak-21, Yak-23, Yak-19, Yak-25 (straight wing), La-150, La-152, La-156, Su-9, Su-11, I-211, and I-215D. Most photographs are of 'walk-around' quality. There are eleven color photographs, including an original 1946 color photo of a production Yak-15. If one is familiar with Gordon's previous publications, the format is similar: outstanding black and white photos accompanied by the detailed history of each (and I mean each) subtype. Suffice it to say that if you want a close-up photo of the MiG-9M's portside cannon bay, you will find it here. Also included are over ten charts comparing the performance of various Yaks and MiGs to their Western contemporaries.

One complaint I have with this book is that, with all the technical information, Gordon has little to say about the operational histories of the production types, namely the Yak-15 and MiG-9. We know, for example, that the MiG-9 participated briefly in the Korean War. With all the first-hand accounts for UN pilots encountering 'straight-wing' MiGs, one would think that Gordon would have included that information here. It's a shame that what will probably be the definitive book on the MiG-9 is silent on its brief combat record. Further, on page 62, Gordon states that "Some Westerners claim that, on 10 May 1953, a Yak-15 was shot down in Korea by a US Air Force F-94. This is nonsense, as Yakolev jets never participated in the Korean War." Well, first of all, the alleged shoot-down of a Yak-15 occurred on 3 November 1952, and the opposition was a F3D-2 not an F-94. Second, many source, including NKAFF-pilot Kenneth Rowe, reported that Yakolev Yak-17UTI trainers were in the MiG Alley region. Is it not conceivable that a Yak-17 was flown into the bomber stream or on a defensive mission.

Another important Soviet fighter was the La-15. There is no mention of it here, probably due to space limitations.

But, these are minor complaints. Any sins committed by the author are totally forgiven after viewing the 29 beautiful profiles of the aforementioned jets. Of special interest to SAFO members are a profile of a PLAAF Yak-17UTI in what appears to be a bare metal scheme, a Yak-17UTI in Bulgarian markings, a Yak-23 in Polish marking, and a Yak-17 in Czech markings.

All in all, this is an extraordinary, though flawed book, which thoroughly covers a topic that until now has been largely ignored by publishers. It is highly recommended to anyone with a serious interest in Soviet aviation or the development of early jets.

Charles Euripides (SAFCH #12826), 4505 Willow Croft Court, Charlotte, NC 28226, USA.

SPITFIRE: THE NEW ZEALAND HISTORY, by Gerard S. Morris. 376 pages, A4 size, hardbound. 302 b&w and 26 colour photos. Reed, Auckland, NZ (2000).

A massive book by any standard, this tome tells the

story of New Zealand's connection with the Supermarine Spitfire from the every conceivable angle. The first 220 pages deal with World War II and chapters here include one on the 20-odd presentation Spitfires funded by NZ, three chapters detailing the 485 (New Zealand) Squadron operating Spitfires in Europe, and details of NZ pilots with other RAF/FAA squadrons. The next 100-odd pages cover visits of Royal Navy Seafires to NZ after the war, details of ex 485 Squadron Spitfires still surviving and the Spitfire warbird scene in NZ. The book is rounded off with tables of pilot killed in action and of individual aircraft.

A large proportion of the WWII illustrations are of people and of presentation and personal markings carried by individual aircraft. In this whole section, there are only a couple of dozen photographs showing whole aircraft. The post-war section is dominated by photos of Spitfires on display, under restoration and Spitfire warbirds.

I found the book heavy going, a fact not improved by a rather scattered layout. Sure, all the facts are there, but they are not presented in a very reader-friendly fashion. Also, the book includes a lot of very peripheral information. A case in point being the several pages of extracts from ships logs of RN aircraft carriers visiting NZ. One can't wonder what information like, "0640 - Harbour pilot aboard; 0732 - Ship secured to wharf" has to do in a book about Spitfires.

If you are a real Spitfireholc, this may be a book for you. Otherwise, I hesitate to recommend it.

Leif Hellstrom (SAFCH #786), Norrskensbacken 13, SE-146 46 Tullinge, Sweden. E-mail: <Leif.Hellstrom@era.ericsson.se>

THE SPITFIRE IN SOUTH AFRICAN AIR FORCE SERVICE, by Steven McLean. 224 pages, A4 size, hardbound. 226 b&w and 41 colour photos, 8 colour profiles. Private, Cape Town, RSA (2001). This is in many ways a more manageable book than the above even if the concept is similar. The mandatory Spitfire development history is followed by a background to the air war in North Africa and the SAAF involvement there. The next 80- pages cover the war-time exploits of the ten Spitfire equipped SAAF squadrons in the Mediterranean from late 1942 to late 1945, with another 20 pages detailing the domestic service between 1947 and 1954. The text is mainly written as a narrative. The remaining part of the book includes a chapter on markings and camouflage (with some excellent profiles) and 70 of appendices, which include individual aircraft details and various other lists and documents.

The photo selection is good throughout and mainly concentrates on the aircraft, although there is a sprinkling of personalities as well. The quality is as good as can be expected for this type of subject. In many cases, the size of the photos is a bit on the small size but since the reproduction is excellent this is not a major problem. Particularly fascinating is a 1944 colour "photo" of a Spitfire actually assembled from a number of 8-mm film frames.

All-in-all, I found this a very good book which I can recommend to all SAFO readers with an interest in the period.

Leif Hellstrom (SAFCH #786), Norrskensbacken 13, SE-146 46 Tullinge, Sweden. E-mail: leif.hellstrom@era.ericsson.se

FINNISH AIR FORCE IN COLOUR, Kalevi Keskinen, Kari Stenman and Apali ay. Kustantaja-Publisher, Apali ay. Sammonkatu 64 A, 33540 Tampere, Finland. SBN 952-5026-22-1. 2001. Hardbound. 95 pages. Text and captions in Finnish and English.

While the title is somewhat misleading, the book's 109 color photos document aircraft in the period 1941 through the mid-1950s; this is a venal sin and should immediately be forgiven without any penance or penalty. This book is worth finding and purchasing for all those interested, not only in Finnish Air Force, the World War II era, and the Russo-Finnish conflict known in Finland as the Continuation War, but also by those fascinated by the Brewster Buffalo and by "foreign" users of British, French, American, German, and even Russian aircraft. There are photos of bombers, fighters, recon aircraft, trainers and one DC-3 (actually a C-53D that doesn't show the 37,676 hours on its airframe) of a Finnish transport squadron.

The few, but equally welcome and rare non-aircraft photos are valuable as they reveal details about Finnish and German uniforms and flying equipment, the regional climate and geography, ground and support equipment and vehicles and such related subjects as anti-aircraft weapons (including rare color photo of a camouflaged German anti-aircraft ferry operated by a German naval detachment circa 1942: diorama builders-and dreamers-could not have asked for a more unusual subject.)

The photos are superb. Once obscure and sought after details about aircraft markings and colors, including camouflage patterns, unit insignia and victory marks, are clearly visible. Other photos reveal details of cockpits, gun stations, weapons and aircrew members. There are also several photos of various aircraft after they have been shot down or otherwise forced to crash-land. In addition to several photos of the oft-beloved Buffalo, the pictured aircraft include various French Moranes, a Junkers K 43 on skis, He 111s, Bf 110s, Bf 109s in war time colors as well as from the early 1950s, war booty Ilyushin Il-4s/DB-3F/Ms, and Tupolevs, Fokker D-XXIs, Ju 88s, Curtiss fighters, Blenheims and several domestic trainers.

This is a recent addition to the library from the Finnish publisher of 'The Red Star' series and is as thoroughly prepared and printed as those invaluable works. This is a most welcome work and one that will be appreciated and treasured, and read and reread, by almost all small air forces scholars, enthusiasts, and modelers.

Thomas Wm. McGarry (SAFCH #950), 21 Davinci

St., Lake Oswego, OR 97035, USA.

LEND-LEASE AIRCRAFT IN RUSSIA, by Carl-Fredrik Geust and Gennadiy Petrov. Red Star Volume 4. Publishers: Kustantaja, Apalo Oy, Sammonkata 64A, 33540 Tampere, Finland. ISBN 992-5026-23-X.

This, the fourth volume in the Red Star series, is a stunningly-beautiful photographic study of lend-lease aircraft in the Soviet Union from 1936 to 1955. The format is similar to the previous publications in this series. There are 244 pages of clear black and white photos of US and British aircraft accompanied by English and Finnish text. You will find a few familiar photos here. But most are previously unpublished photos of interesting subjects, such as a Lockheed PV-1 Ventura and a Handley Page Hampden in Soviet markings. Of great interest is the 15-page section of exquisite color profiles. These are of 55+ profiles including a C-46, C-47, PBV-6A, OS2U-3 Kingfisher, Supermarine Walrus, B-25, B-17, B-24, A-20G, Mosquito, Mk14, PV-1, Armstrong Whitworth Albatross, P-40, P-39, P-63, and Hurricane.

This is an indispensable publication of the highest order. Highly, highly recommended. Enjoy! Charles Euripides (SAFCH #12826), 4505 Willow Croft Court, Charlotte, NC 28226, USA.

LEND-LEASE AIRCRAFT IN RUSSIA: Red Stars 4. Carl-Fredrik Geust and Gennadiy Petrov. Published by: Kustantaja, Apalo Oy, Publisher, Sammonkatu 64 A, 33540 Tampere, Finland. 2002. Hardbound. 224 pages. Black and White Photographs and color plates/illustrations.

This book deservedly belongs in the library of everyone interested in aviation history, World War II (or The Great Patriotic War as it is known in the former Soviet Union.) Very simply, this is most complete, detailed and comprehensive documentation of the Lend-Lease aircraft program as it relates to the Soviet Union. It is magnificent work of research, organization, documentation and scholarship. We all owe Geust and Petrov (and their publisher) a great deal and we can best express our appreciation by buying this book and recommending it to our friends and associates as well as to libraries and museums.

The earliest photos in the book date to 1936 with

photos of the Northrop 2ED Gamma and ends with photos of the B-29 knock-off, the Tu-4, in the early 1950s. Included are photos of both the original Lend-Lease aircraft and the locally produced versions such as the Li-2. In addition to several hundred photos of B-25s, P-39s and P-63s, P-40s, Hurricanes and Spitfires, PBVs, PBNs and PV-1s, A-20s and C-47s, there are three photos of the sole C-46 delivered to the Russians. The authors have included photos of two Lancasters, B-17s and B-24s, P-51s, P-38s and P-47s that were acquired when combat damage or mechanical problems forced their crews to land behind Russian lines and willingly or not, abandon their aircraft. There are also photos of the lesser known aircraft that were provided by the U.S. and Britain, including AT-6s and O-52s as well as the single Typhoon, Walrus and Mosquito and the two Vought Kingfishers "left behind" that were not planned Lend-Lease deliveries.

There is an incredible amount of detail provided that answers some questions and asks many more. The author includes material about the American aircraft exported to the Soviet Union in the 1930s and provides 7 pages of charts, serial numbers and statistics relating to aircraft deliveries, use and losses. Additional material discusses in depth each type of aircraft involved, delivery routes, losses en-route and which units operated the aircraft, when and from which bases.

The book includes 17 pages of color plates showing more than two dozen aircraft types in profile with information regarding date and assignment. Modelers will be properly thrilled with this material as the plates clearly show paint colors, camouflage patterns, national insignia and unit markings.

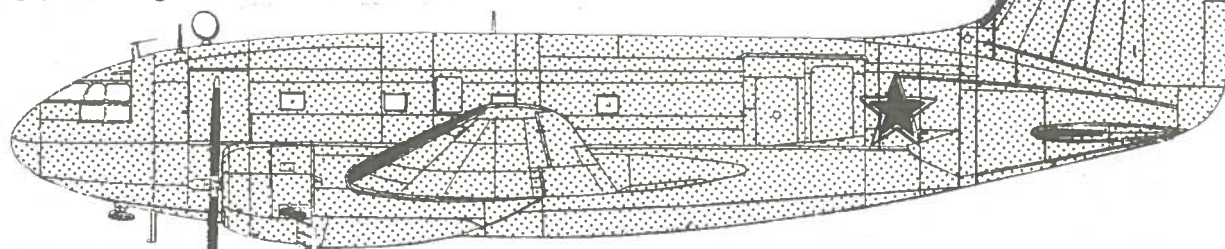
The authors also include information about the politics of Lend-Lease, the disagreements among allies over type and numbers of aircraft, delivery routes, technical problems, operational deficiencies (perceived and real) and such sensitive issues as letting U.S. and British pilots fly over the Soviet Union.

This is an incredible work of great value: buy this book now!

Thomas Wm. McGarry (SAFCH #950), 21 Davinci St., Lake Oswego, OR 97035, USA.

Lend-Lease Soviet Curtiss C-46

1/144-scale drawing by Tom Young



-magazines-magazines-magazines-magazines-magazines-magazines-magazines-magazines-magazines-magazines-

SERGA (HISTORIA MILITAR DEL S.XX), 5.40 euros. Almendra Ediciones, Silva 5, 10, 28013 Madrid. almendra@retemail.es

#19 Sep/Oct 2002 "Arnhem 1944" 13 pages, 14 b/w photos. "La discreta presencia de los 'Praga'" (about the Aero A.101 in the SCW) 11 pages, 11 b/w photos, 3 color profiles, 5 b/w drawings. "Recuerdos de un protagonista de la Guerra de Argelia" (history of a Spanish Legionnaire at Argelia with the SREI) 9 pages, 12 b/w photos, 4 color photos. "Cementerios militares de la Segunda Guerra

Mundial en Europa" (war graves of WWII) 14 b/w photos. "La isla de Perejil, una historia no contada" (history of Perejil until WWII) 7 pages, 8 b/w photos and 1 color photo. Also a page devoted to the study of a Spanish uniforms of the XX century; and two pages of miscellaneous news, books reviews, museums, readers letters, etc.

#20 Nov/Dec 2002 The only of SAFO interest, although minimal, are the 3 color profiles of a Mi-4 & 2 Mig-21MF, one in Soviet and the other in late Afghan markings (post 1985) in an article titled

*Afganistán 1979-89. 13 pages. one color map, 12 color & 1 b/w photos.

FUERZAS MILITARES DEL MUNDO. (All picture with English captions). 5 euros. Ikonos Press, Joaquín Ibarra 40, 1º D, 28042 Madrid. famdel-mundo@fuerzasmilitares.com

#2 "Portaerones italianos" (modern Italian Carriers) 8 pages, 21 color photos. "El nuevo Ejército Nacional Afgano" 2 pages, 3 color photos. "La Fuerza Aérea Portuguesa 50 años después" (the

50th anniversary of the FAP), 10 pages, 18 color photos of planes in use by the FAP including the 'Tigre' Alpha Jet, T-37 of the Asas de Portugal aerobatic team, and F-16. "Los Mig de Castro" (complete history of the Cuban Migs) 10 pages, 12 b/w photos, 13 color photos (some museum planes), one map, 2 color profiles of Mig 19P, Mig 21PFM and Mig 23BN. "Defensa Aerea en Peru" (today's Peruvian AA) 4 pages and 7 color pages. "Orden de Batalla del Ejercito de Marruecos 2ª parte" (Moroccan Army OOB) 3 pages, 6 color photos and one map. Plus short news about current conflicts, reader's letters, etc.

#3 SAFO readers maybe interested in the article about the Spanish UH-1H and AB-212 unit based in the Canary Islands: "Los rotores canarios, el Bhelma VI" 8 pages, 18 color photos, squadron badges, TOE, and codes and tail number tables. Also interesting is "La Fuerza Aerea de Cuba en Angola" which covers the air aid sent to Angola by Castro in the 70s and 80s and the battles against SAAF Mirage F1s, 12 pages, 7 color & 6 b/w photos, one color map, 2 color profiles Mig 17F, Mig 23MF and Mig 21MF in Angolan markings.

DEFENSA 4,50 euros. EDEFA, Jorge Juan 98, 2º. 28009 Madrid. Email: defensa@edefa.com

#294 "Operación 'Romeo-Sierra', lecciones aprendidas" (comments on the assault on Perejil Island) 6 pages, 5 color & 5 b/w photo, 2 maps. "La industria global y aeroespacial de EADS" (visit to the EADS exhibit at Killarney) 6 pages, 2 color & 11 b/w photos (mainly prototypes and missiles). "Grup Especial d'Intervenció de los Mossos d'Escuadra" (special team of the Catalan State Police) 6 pages, 11 b/w photos. "La brigada de la Legion pone a prueba su capacidad de combate" (report about live exercises of the Legion with US and Hungarian forces in Spain) 9 pages, 4 b/w & 13 color photos (all ground equipment). "Pasado, presente y futuro de los Mig de la Fuerza Aerea" (about Cuban Migs, their history and current situation) 5 pages, 9 color photos including a museum T-33 and operational Mig 23UB-21 and Mi-8. "NH-90: Ya en el tercer milenio" (brief report about the Eurocopter NH-90) 5 pages, 5 color & 6 b/w photos. "¿Mando De Gaulle asesinas al almirante Darlan?" (review and comments about Eric Roussel's book on De Gaulle recently published). "Las nuevas Fuerzas Armadas Eslovacas" 4 pages, 6 b/w & 3 color photos (including one front side view of a Slovak Su-22). "Lamina: Aviones sovieticos de la Guerra Fria (I)" (Soviet planes of the Cold War) including a North Vietnam AF II-28, an Iraqi Mig-27, and Soviet Tu-14. Each profile has a short text attached. Plus short news, reader's letters and questions, etc.

REVISTA DE HISTORIA MILITAR ESPAÑOLA 5.41 euros.

#28 "El hundimiento del acorazado 'España' en Cabo Tres Forcas (2ª parte)" (second part of the history of the sinking of the Espana dreadnought) 6 pages, 5 b/w photos, 2 color & 1 b/w drawings. "¿A donde iban?" (history of a B-17, a Spit PR.IX, and a Bloch MB.175 interned in Spain during WWII) 2 color & 2 b/w photos, 1 color map, 3 color profiles (one of each plane). "La agrupación de infantería de ametralladoras antiaéreas" (history of an AA unit equipped with German 20-mm AA guns during the SCW) 8 pages, 17 b/w photos, one color profile of a Flak 30. "Una campaña relampago en el siglo XVI" (the campaign to conquer Portugal by Felipe II) 14 pages, 5 color & 4 b/w images, 4 color maps. "El museo de vehículos del Ejército" (the wheeled vehicle museum of the Army) 3 pages, 5

color photos of vehicles at the museum (Mercedes 770, OM-32, 'Bilbao' armored car). "Hace 62 años: El ataque alemán a los Países Bajos (5ª parte)" (fifth part of a complete review of the 1940 campaign in the Low Countries with OOBs, unit histories, famous actions, etc. This deals with the 3ere Reg. De Aeronautique and the reconnaissance, observation, transport, and training units of the Belgian AF during May and June 1940) 11 pages, 13 b/w photos all of Belgian planes (Fairley Fox & Battle, Renard R.31, Stampe SV 5 & 4B, Avro 504N), 16 color profiles (MS.236, R.31, Fox, Battle, Fi 156, Bf-109E-1, Hs 123A, SM.73, Stampe SV 4 & 5). "La batalla del Jarama: Un apunte histórico" (brief summary of the contents of a book about the battle of Jarama published by the same publishing house) 4 pages, one color map, one color plate, 6 b/w photos. Plus reader's letters and book reviews. Each number comes with four color plates with side drawings of miscellaneous land material (from trucks to coast guns) and 16 pages of a separate book that could be completed purchasing all the 16-page parts. It's the history of the wheeled armored vehicles that have served in the Spanish Forces.

#29 "Los Messerschmitt de la Fuerza Aerea Israelí" (history of the S-199 at the IAF) 4 pages, 2 color photos of the example at the IAF museum, 3 color profiles of the S-199 of 101 Sqn. "La defensa de Mallorca e Ibiza durante la II Guerra Mundial" 8 pages, 9 b/w photos (including a SM.79 and several He 60E). Detailed OOB of the land garrison, one color profile of a He 60E with mixed late SCW/early Ejército del Aire markings. Of interest for the "Heavy Metal" fans is an article on the Nahuel D.L. 43 Argentine tank, 8 pages, technical data and 11 b/w photos. The free attached "Historia de los Medios Acorazados Españoles" covers the UNL-35 and Chevrolet 1937 armored trucks with b/w photos and color profiles. The free plates are: Dodge WC-51 3/4-Ton, M-5 Artillery tractor, AA Radar 3Mk7, and Ordoñez Mod.1916 coastal 24-cm howitzer. All in Spanish colors.

Inigo Artamendi (SAFCH #1573), c/ Toribio Etxeberria 5 3o izq, 20600 Eibar, Gipuzkoa, Spain.

[Ed: At the request of your editor, Inigo reported on all the articles in these magazines. In later installments, he will report only on the aviation related articles. The author of these reviews has kindly offered to help anyone who wants to order these magazines but has had trouble contacting the publisher.]

YASIG, YUGOSLAV AVIATION SPECIAL INTEREST GROUP, 2002 YEARBOOK, Nenad Miklusev, Novosadskog Sajma 16/301, 21000 Novi Sad, Yugoslavia. E-mail: yasig@eunet.yu. Web site: www.aeropoxy.freesevers.com. 20 US\$/Euro including airmail.

SAFCH member Nenad Miklusev produces just one issue of the YASIG Newsletter a year, but they are truly a treasure. The 2002 Yearbook's 52 pages are filled over to cover with scale drawings. The text, in both English and Serbian (in western not Cyrillic alphabet), is brief but very informative. Articles in the 2002 Yearbook are: "YU Supersonic" 5 pages on the history of the abortive 'NA' (New Airplane) project to produce an indigenous supersonic fighter. This article includes a number of sketches of what the aircraft would have looked like in Yugoslav markings and a 2-page 4-view 1/72-scale drawing. "Zambian Jastreb" one page with color information and a side-view drawing. "Yugoslav AF Serials 1945-2002" a 4-page table

listing aircraft by type with column headings: 'total in use', 'serials', and 'in service since-till'. Curiously, this latter column is blank for all entries. "Predator & Crecerelle UAVs" 2 pages with scale drawings of two US Predators and one French Crecerelle UAV shot down by Serbian anti-aircraft fire. "Yugoslav MiG-23 ML" 2 pages of drawings of the MiG-23 ML obtained from Iraq showing the aircraft in pre- and post-war Yugoslav insignia. "MiG 21-F13" 2 pages of photos and drawings showing a 'shark-mouth' MiG-21 on display at the Cafee/Discoteque in Novi Sad. "Soko G2A Galeb" is the first of a series on the Galeb and consists of 4 pages including 3 pages of 1/72-scale multi-view drawings and a side-view drawing of the Galeb operated by Aero Club Galeb. "Luftwaffe IK-3" a 'What If' article showing the IK-3 captured by the Germans as it might have appeared if it were tested at Rechlin. "Avia BH-33 Racers" 2 pages of drawings of the RYAF Avia BH-33 that participated in the 'HM King Alexander 1st Air Trophy for Fighters', September 6th, 1933. (Ed: These drawings were published in SAFO #101 by permission of Nenad.) "Farman F.306" 4 pages on the French trimotor used by pre-war Yugoslav airline Aeroput including a 1/72-scale 6-view drawing. [Ed: I've always had a yen to scratch build one of pre-war trimotor transports. Most of them were as ugly as sin. But, I've never screwed up the courage.] "Lohner TL-1" one page with scale drawings of a flying boat used by the Yugoslav Navy in the mid-twenties. "Beech Bonanza D-35" one page with photo and drawings of a Bonanza in Yugoslav civil registration. "Ikarus 453 MW" 2 pages with one photo and 1/48-scale multi-view drawings of an unusual 'bat wing' glider that was a flying test bed for a proposed jet fighter. "JM-8 Modiy" 6 pages on a low-powered 'glider pilot transition' plane designed before WWII and built after WWII. There are 3 pages of 1/48- and 1/72-scale drawings and a page of drawings showing the plane in both war-time Croatian markings and in post-war Yugoslav markings. "Cavka/Jackdaw" 6 pages on the single-seat training glider designed in 1939. There are 1/48- and 1/72-scale multi-view drawings and 10 side-view drawings of pre-war(2) & post-war(5) gliders in Yugoslav marking, a war-time glider in Croatian markings, and 2 glider in Greek markings. There is also a multi-view drawing of a Greek glider with a peculiar reversed 'S' registration. "VUK-T" 2 pages on a high-performance post-WWII glider including 1/48-scale multi-view drawings and 4 side-view drawings (one in Slovenian markings). "Polikarpov Po-2W Walter" one page with photo and drawings of the in-line engine fitted to Yugoslav Po-2s. A conversion kit in 1/48-scale is available from Aeropox at the address above.

The advertisements are as interesting as the text: Aeropox Resin Kits (also by Nenad) available in 1/72-scale are the Ikarus IK-L1 & IK-2, Rogozarski IK-3, J-22 Orao 'Tomahawk Killer', Utva 75 & 75A, and (my favorite) the Ikarus 451m; in 1/48 and 1/32 scale is the Rogozarski IK-3. All kits have decals, airbrushing masks, and 'Cool Frame' die-cut canopy frames. Aeropox kits are available from Nenad at the addresses above.

Also advertised are LiftHere Decals in 1/72 and 1/48 scale. Available are: C72LH Yugoslav Partisan Spitfires and Hurricanes. E72LH Mig-21, -21/23, & -29 with both pre-war and post-war insignia. A48LH RYAF Me-109E, Hurricane I, and Fi-156. C48LH 20 Yugoslav MiGs. D48LH Yugoslav Me-108 Taifun with resin upgrade. E-mail: lifthere@eunet.yu. Web site: www.maketorama.co.yu/lifthere. Review copy provided by the editor, Nenad Miklusev.

A new injection-molded kit from Broplan is always a cause for celebration, although when Janusz announced his intention to do a Piper Super Cub, I was a little disappointed that it wasn't a Polish-designed aircraft. However, when the kit arrived, I was relieved to see that it was designed with the modeler of the aircraft of the small air forces in mind. Decals are provided for four small air forces (Denmark, Norway, Holland, and West Germany). The kit is packaged in a sturdy box with a color drawing of a Danish Super Cub on the top. Inside are 34 injection-molded parts molded on two sprues (150 mm by 80 mm) of light grey plastic. Surface detail is properly restrained and the parts are well molded except for some flash around the smaller parts. One peculiar thing about the moldings is the large circular 'bumps' on the undersurfaces of the wing. I've corresponded with Janusz about these and he sent drawings and a photo that shows these. However, the ones on the kit look too

large and I am tempted to sand these down to reduce their prominence. Does anyone know what these are and how big they should be?

The instruction sheet contains the usual Broplan exploded view and drawings of the landing gear and of the complicated structure under the canopy that supports the wings. This latter is the most difficult part of the construction and will challenge all but the most experienced modelers. Perhaps a couple of 'spars' connecting the two halves of the wing will take some of the strain off of the vacuform canopy. Two canopies are provided (one as a spare just in case you don't get the first one right).

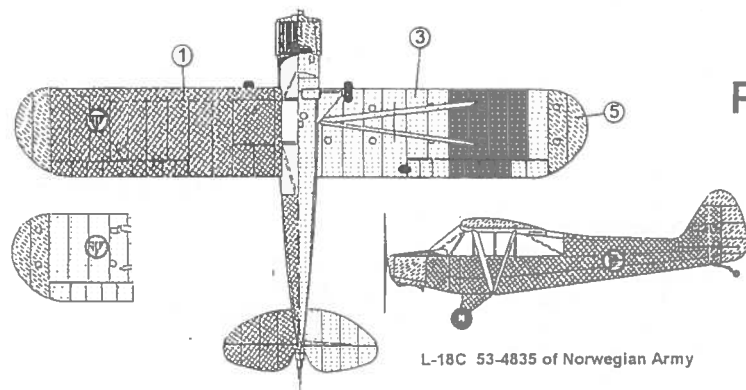
The 6-page instructions provide multi-view drawings for six aircraft: (1) 'Y-662' of the Danish Army Flying Service at Vandel AB in 1957 with a overall olive green and dark earth camouflage scheme; (2) 'AI-F' of the Norwegian Army Observer Corps at Vaernes in 1956 also with an overall camouflage scheme of olive green and dark earth, but with yellow wing tips & rudder; (3) '53-4835' of the Norwegian Army in olive green upper surfaces and light grey lower surfaces with red/orange wing tips.

rudder & cowling; (4) '5G-67' of the RNethAF at Deelen AB in 1955 with overall olive green and dark earth camouflage; (5) '8A-30' of the RNethAF at Deelen AB in 1955 with an overall yellow color scheme; and (6) 'NL-114' of the West German Fluganwarterregiment at Uetersen in overall yellow with red/orange wing tips, rudder & cowling.

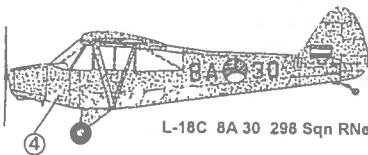
The decal sheet (130 mm by 70 mm) is of excellent quality and provides national insignia, codes, and serials for all six aircraft, plus red-cross markings, stenciling, etc for one aircraft. A small quibble is that the instructions are not clear about where these latter marking are to be applied to which aircraft.

The Broplan kit of the Super Cub is a good kit with excellent decals for a variety of small air forces. The main problem will be deciding which aircraft to build, so you might want to obtain more than one kit.

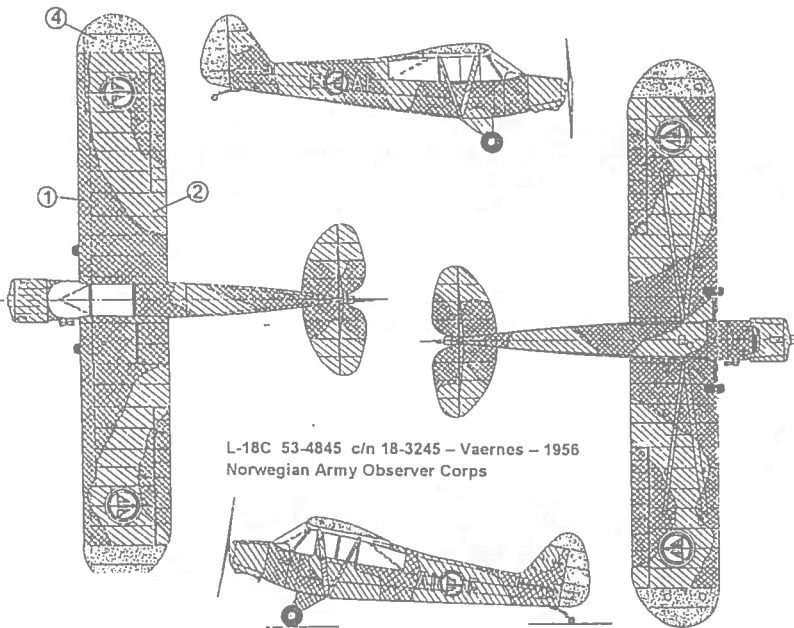
Review kit provided by Janusz Brozek of Broplan.



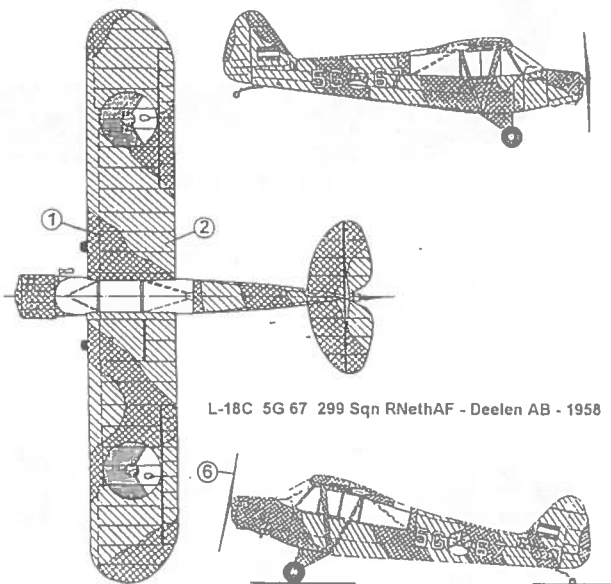
L-18C 53-4835 of Norwegian Army



L-18C 8A 30 298 Sqn RNethAF - Deelen AB - 1955



L-18C 53-4845 c/n 18-3245 – Vaernes – 1956
Norwegian Army Observer Corps



L-18C 5G 67 299 Sqn RNethAF - Deelen AB - 1958

PIPER L-18C Super Cub



F-86D/L Sabre Dog, 1/72-scale decals. Hi-Decal Line 72-036. HDL Hi-Decal, Kilinskiego 22, 40-062 Katowice, Poland.

AFCH member, Pawel Rogoz, continues his excellent line of decals with a sheet for the all-weather interceptor version of North American's famous F-86 - the F-86D/L Sabre Dog. The decal sheet, in the usual HDL size of 90 mm by 130 mm, contains national insignia, codes, serial numbers, individual insignia, warning triangles, rescue arrows, and stenciling for four aircraft of small air forces: (1) F-86D-36, '171' of 337th Sqn. Royal Hellenic Air Force, Elefina AB, 1965. This aircraft is in a camouflage of dark green (FS34102) and dark tan (FS30219) upper surfaces with camouflage grey (FS36622) undersurfaces. (2) Another Greek Sabre Dog, this time 'FU-305' in 1963 with natural metal overall, grass green (FS 34151) vertical tail, and black/yellow/black fuselage stripe. (3) Philippine AFF-86D-36 'FU-406' of the 8th FIS, 5th Fighter Wing, Basa AB, 1965. This aircraft is natural metal with white (FS27875) vertical tail and large 'PHIL AIR FORCE' inscription on the fuselage. (4) F-86L-60 '1222' of the 12th Sqn. Royal Thai AF, Don Muang AB, 1969. This aircraft is also natural metal overall but with colorful tail insignia and 'leaping-tiger' unit insignia. As usual with HDL, the decals are well printed, complete, and in perfect register.

The instruction sheet (300 mm by 210 mm) is a paradigm of clarity. All four aircraft are shown in side-view (both port and starboard views for the camouflaged aircraft) and top and bottom views. Besides FS numbers, the colors are described by both their Humbrol and Model Master numbers. A short list of recommended references and the recommended kits complete the instruction sheet. The HDL decal set for the Sabre Dog is highly recommended to all modelers wishing to add a small-air-force F-86D to their collection. Modelers who shy away from natural-metal finishes will enjoy the Greek F-86D, while those who do not fear natural-metal finishes will appreciate the Thai aircraft with its leaping-tiger motif.

Su-7 BKL/BMK Fitter A, 1/72-scale decals. Hi-Decal Line 72-042. HDL Hi-Decal, Kilinskiego 22, 40-062 Katowice, Poland.

Since the 1/48-scale KP kit of the Su-7 had decals for some interesting small air forces, I was quite disappointed, as many of you were, when I purchased their 1/72-scale kit of the Su-7 and found it included decals for only Soviet and Czech aircraft. Now, HDL comes to our rescue with a decal sheet containing markings for seven aircraft: (1) Soviet AF, Krasnodar Training Center, 1975. (2) Egyptian AF, Katamia AB, 1976. (3) Egyptian AF, Fayid AB during the Ramadan War, October 1973. (4) Polish AF 3rd Fighter-Bomber Regiment, Bydgoszcz AB, 1980. (5) Afghan AF 335th Fighter-Bomber Sqn., Bagram AB, 1981 (How many of you would have recognized Bagram AB back in 1981?). (6) Syrian AF during the Ramadan War. (7) Algerian AF operating from Egyptian airfields during the Ramadan War. All but the Polish and Afghan aircraft are camouflaged. As usual with HDL decals, complete markings are provided for all aircraft including national insignia, codes, serials, and stenciling.

The huge (300 mm by 400 mm) instruction sheet provides all the information needed to model any of the aircraft: port and starboard views of the camouflaged aircraft, port side views of the natural metal aircraft, and top plan views of all aircraft with scrap views of the insignia placement on the undersurfaces. A set of separate views (top, bottom and both sides) show the placement of the numerous stenciling (46 items not including duplicates). There is only enough stenciling for one aircraft, but I suppose that if you build more than one Su-7 your conscience won't bother you too much if the stencils were shared among your models. Colors are identified not only by their FS number but also by Humbrol and Model Master numbers. A separate sheet gives the various options for external stores. The HDL decals for the Su-7 is an excellent decal set that will get many modelers scurrying to the 'loft' to find the KP kits they put away years ago.

[Ed: The Algerian national insignia consists of a

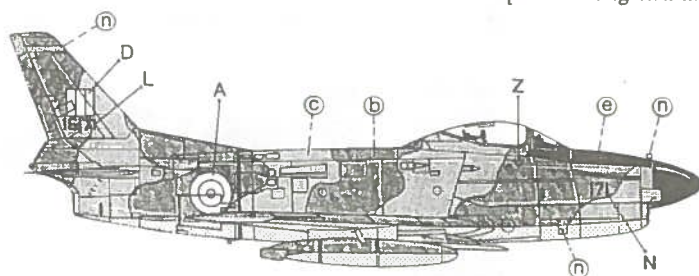
field divided vertically into green and white with a red crescent and star superimposed with the crescent pointing to the white side. Since this insignia is 'handed', one wonders about its orientation on aircraft. The HDL instruction sheet has the fin flash with the green forward on each side. This is in agreement with the photos I have of Algerian aircraft. But, how about the insignia on the wings? The HDL instruction has the green towards the portside on both sides and with the green/white dividing line parallel to the aircraft's center line. The decal set for the KP 1/48-scale Su-7 also has the green facing port, but the green/white line is perpendicular to the mean chord line. So far, I've been able to find only one photo showing the insignia on the wings of an Algerian aircraft. This is a view of the underside of a MiG-25. The insignia has its green/white line parallel to the mean chord line and the green is towards the centerline on both sides. The Algerian insignia has symmetry about the horizontal axis so it can be used either way, but it would be nice to know the correct orientation before applying the HDL decals to a model. Any help the readers can provide will be greatly appreciated. Send responses to the editorial office.]

F-86D/L Sabre Dog, 1/48-scale decals. Hi-Decal Line 48-014. HDL Hi-Decal, Kilinskiego 22, 40-062 Katowice, Poland.

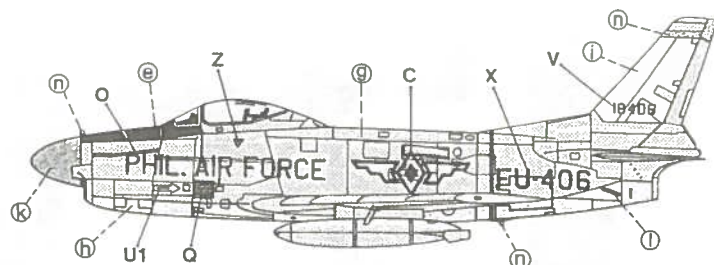
This decal set is identical in content to the 1/72-scale set reviewed above except for scale (1/48) and size (127 mm by 178 mm). It can be recommended to all modelers working in this larger scale.

Su-7 BKL/BMK Fitter A, 1/48-scale decals. Hi-Decal Line 48-020. HDL Hi-Decal, Kilinskiego 22, 40-062 Katowice, Poland.

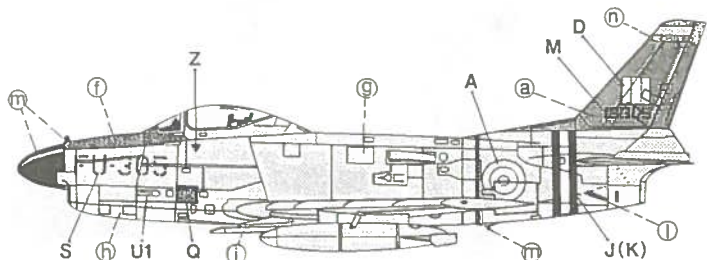
This decal set is identical in content to the 1/72-scale set reviewed above except for scale (1/48) and size (127 mm by 178 mm). It can be recommended to all modelers working in this larger scale.



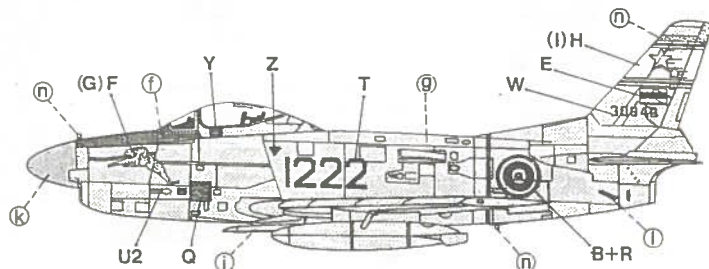
[1] F-86 D-36 Sabre, 337th Sqn, Royal Hellenic Air Force; Elefina A.B., 1965.



[3] F-86 D-36 Sabre, 8th FIS, 5th Fighter Wing, Philippine Air Force; Basa A.B., 1965



[2] F-86 D-36 Sabre, 343rd Sqn, Royal Hellenic Air Force; Elefina A.B., 1963.



[4] F-86 L-60 Sabre, 12th Sqn, Royal Thai Air Force; Don Muang A.B., 1969.

Aircraft Insignia of the Fighting Powers: 1939-45. SAFCH member Wesley Moore's poster has been absent from our Sales List for a number of years. Recently, Wes has sent another batch of these colorful posters for sale to SAFO readers. This large (16 inch by 22 inch) poster features nearly 100 national insignia in full color grouped as 'The United Nations' and 'The Axis Powers'. Besides the usual Allies such as the USA, Great Britain, France, and China, you'll find the insignia of Poland, The Netherlands, Belgium, Greece, Yugoslavia, Mongolia, The Philippines, Czechoslovakia, Mexico, Brazil, Italy, and Finland. On the Axis side there are the expected Germany, Italy, and Japan as well as Finland, Vichy France, Slovakia, Croatia, Bulgaria, Rumania, Hungary, Iraq, Manchukuo, and Thailand. In addition to the insignia, there is an interesting list of all the countries that were at war (including dates) but did not operate any aircraft on combat missions. Of course, there is not sufficient room on a single poster to present all the subtle, and not-so-subtle,

variations in insignia that occurred during the six-year period of the war, but the main variations are shown. There is at least one error; the insignia presented for Czechoslovak is actually the insignia used during the Slovak National Uprising. However, such lapses can be forgiven since this poster is not meant to be a reference source, but a colorful poster to brighten up your den or workshop. These posters can be obtained from the SAFCH Sales Service for \$4.00. It is recommended that you request a 'mailing tube (at extra cost)' to avoid the need to fold the poster creating unsightly creases.

SAFCH member David Klaus of Meteor Productions has sent the latest Update of the products he carries. Besides his own Cutting Edge conversions, decals, & painting masks, he carries many exotic lines such as Yellowhammer Decals, Aeroclub accessories & kits, Albatros Decals, Dutch Decals, Linden Hill Decals, Tech-Mod decals, Warpaint Books, and many, many more. If you're not on their mailing list, you're missing out on a great source of

hard-to-get modeling supplies. Their master catalog, consisting of 120+ pages and 1000s of items, is available for \$5.00 to US addresses or \$8.00 to addresses outside the US. Order from: Meteor Productions, PO Box 3956, Merrifield, VA 22116, USA. Web site: www.meteorprod.com.

SAFCH member Joe Francesco of Joe's Models has sent the latest list of kits he carries. These include RS Models resin kits such as the 1/72-scale Avia B.34 for \$22.90, Kora Models resin kits such as the 1/72-scale VEF Irbis I-12 for \$27.00, and Ardpol resin kits such as the 1/72-scale PZL 38 Wilk for \$27.00. (Joe says the Ardpol kits are "the finest workmanship I have ever seen!"). All prices include postage and packing. The RS kits are being closed out at a 15% discount. If you send Joe a self-addressed-stamped envelope, I assume he can send you a complete list. The address is: Joe's Models, PO Box 81, Verona, NJ 07044-0081, USA. Or, contact him via e-mail: joe francesco@comcast.net.

-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-

"When I pulled out my file to drop you a line on the drawing of the NA-50 in SAFO #102, I found so many errors that I just gave up. The thumbnail article was good, but almost everything was wrong with the plans on page 52: wrong wings, wrong tail, wrong cowling, misplaced and squashed canopy, misplaced armament, etc.

"My interests in the NA-50 started in 1998 when a friend obtained a replica made from a Harvard. After flying the beast and comparing it to a stock T-6 (the NA-50 replica is faster and much more powerful), I started looking into the type. The replica has the BC-1 tail/rudder and the correct engine and cowling, but it is a dual control aircraft with pretty much stock Harvard controls. His father insists that he saw one at Luke Field just before WWII (most likely a NA-68/P-64) so they painted her in full Luke Field markings. Because of my research, they paid homage to the 'real' NA-50 with a little red bull on the cowling with the caption 'Torito'. As soon as the office move is done, I'll do an article for SAFO on the Torito. Tom Young (SAFCH #56), Model-Aire International, PO Box 554, Corte Madera, CA 94976-0554, USA. E-mail aicsm72@aol.com

"You asked for some info about Dutch Martins and Catalinas in the latest SAFO. (1) The late model Martin 139s (aka Martin 166s) used by the Dutch in the NEI: Some time ago I put a similar request in SAFO and someone, I'm ashamed to say I've forgotten who, came through with some accurate three-views. Copies are enclosed with this letter. (2) A conversion set for the late-model Martin 139s: I've been looking for such a thing ever since the Williams Bros. B-10 kit first came out, but I've never heard of one. (There's so much work involved that it would probably make as much sense to bring out a complete kit rather than just a conversion.) I doubt we'll ever see such a conversion. After all, the Martin 166 never carried swastikas, did it? (3) The Dutch Catalinas: It seems pretty certain that only pure boat PBY-5s reached Java before the surrender. An order for amphibious 5As was placed by the Dutch Navy, on 10 September 1941, before the Japanese attack, but it seems that the first of these wasn't delivered until November 1942, and then to No. 321(Dutch) Sq. in Ceylon. (This info comes from an article on Dutch Navy Catalinas in the Dutch Magazine 'Avia Hobby',

November 1980.)

John MacGregor (SAFCH #766), 13 Foggley Garden #21, Dundee, DD2 3LG, Scotland, UK. JohnMacG6@hotmail.com.

"I noted your request in the October 2002 issue of SAFO for drawings of the Martin Model 166. Probably somebody has responded much more promptly than I have managed to do, but just in case they are of any assistance enclosed are the drawings I obtained from John MacGregor of Dundee, Scotland (also a SAFCH member who had made a similar request in SAFO some time back). Upon receipt of my copies of these drawings, I was interested to note how closely their outlines and characteristics (as far as one can discern in these copies of copies of copies) resemble the drawings which appeared in the old Aircraft of the Fighting Powers, Vol. 3, although the wing planform in the drawings for the Martin 139 ins the same book are quite incorrect.

Ian K. Baker (SAFCH #1293), 31A Mercer St., Queenscliff, VIC.3225, Australia.

The NEIAF Martin Bombers

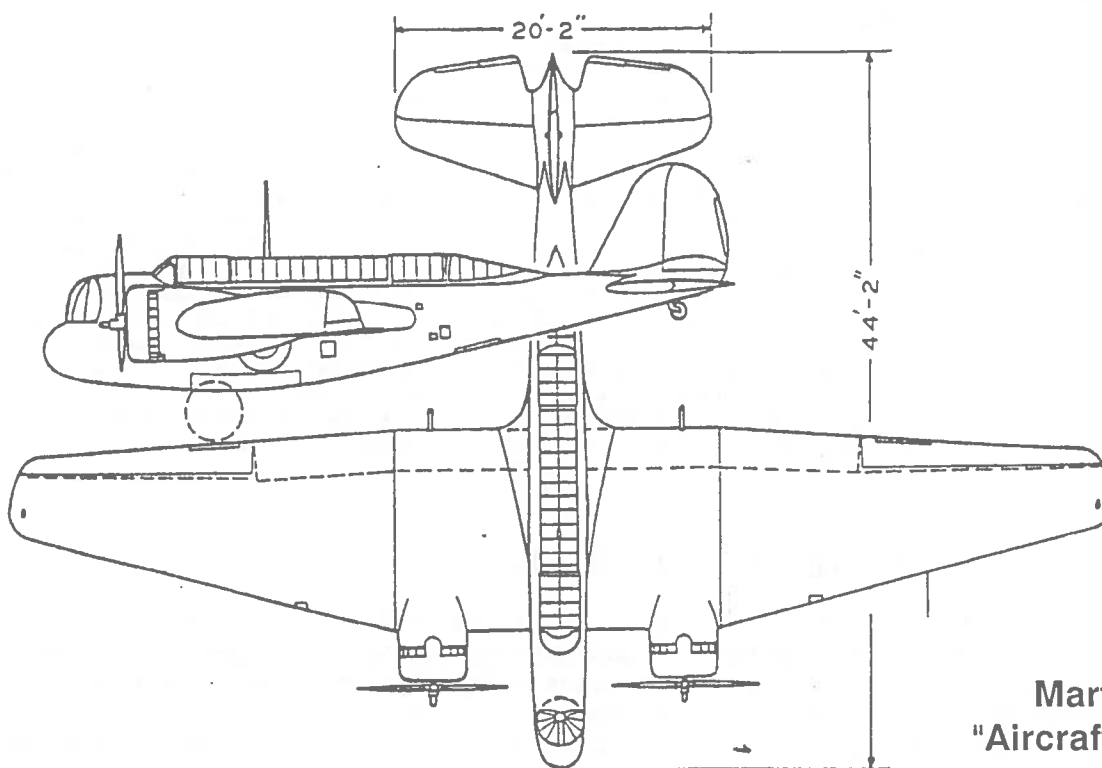
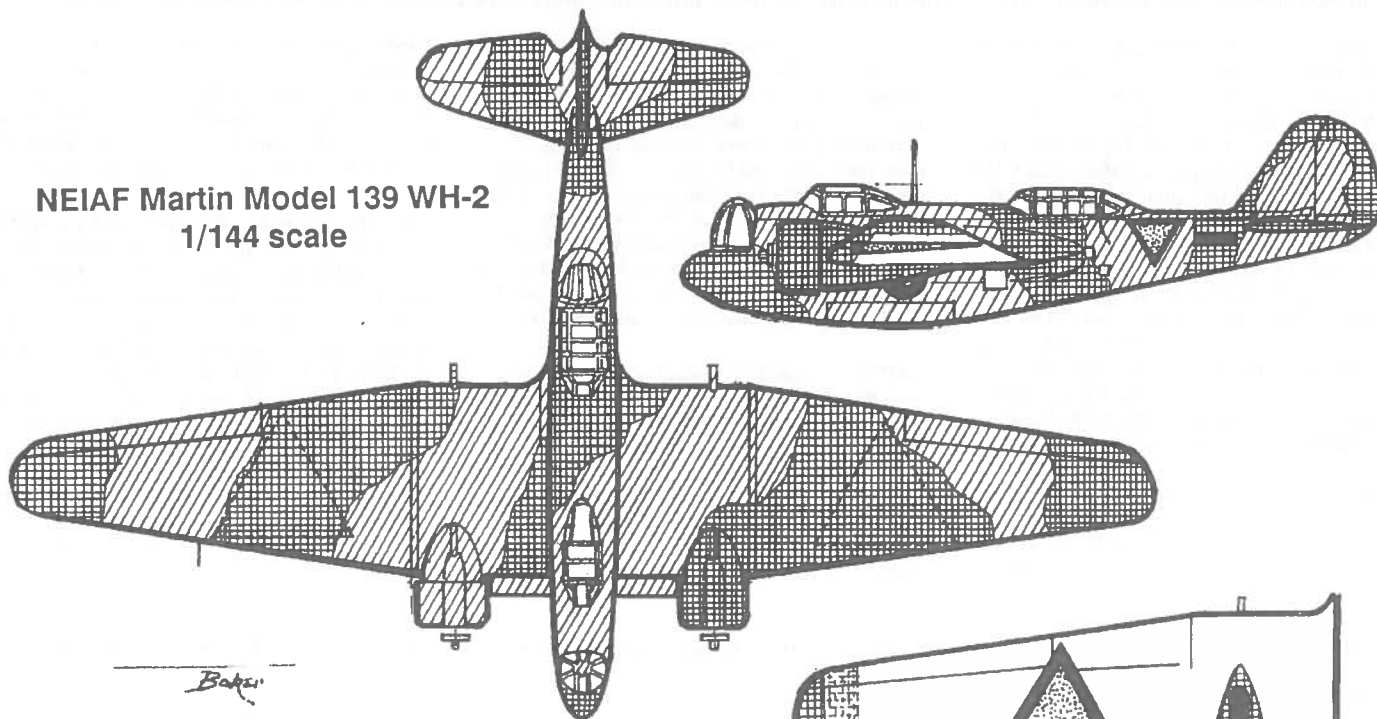
The following drawings were sent in by John McGregor and Ian Baker. John identifies the 3-view as coming from the '1938 Aircraft Handbook' and the more detailed views from an unknown 1940 source. John describes the differences between the 169 and the Williams Brothers kit of the Martin B-10 thus: "I Xeroxed the plans to 1/72nd scale and laid the win wing Williams Brothers' B-10 kit on top of it to compare. The shape of the wing is virtually identical. It looks as if Martin just swiveled the whole outer wing panel around the main spar to cater for the changed center of gravity of the modified aircraft. Apart from the obvious new dorsal glazing and wings, the 166 differed in having a shorter, rounder 'chin', a shorter 'stubbier' nose turret, a wider lower fuselage (for bigger bombs - probably not noticeable in 1/72nd scale). The engine nacelles in front of the wing leading edge are much bigger

too, no doubt because of the bigger engine."

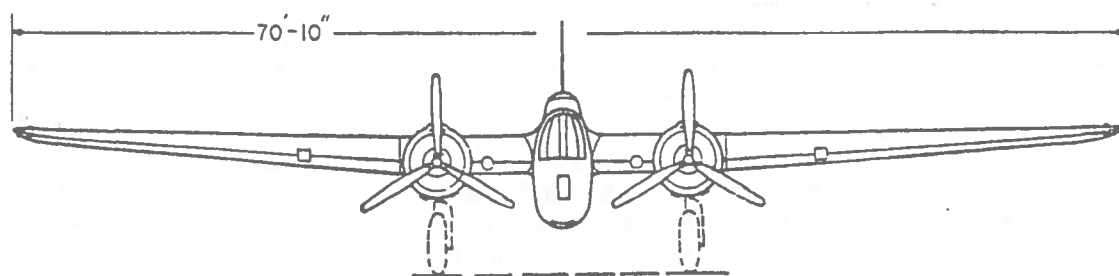
Regarding the 3-view of the camouflaged Martin, John writes: "The colors are Olive Drab (the lighter shade on the drawing) and Medium Green. The OD shade, known as 'Oudblad' (Old Leaf) to the Dutch, matches FS34088 while the Green shade 'Jongblad' (Young Leaf) matches FS34092. The undersides are silver lacquer. Serials were carried in white on the rear fuselage (although at least one 'M-155' had a yellow serial) and black serial numbers only on the wing leading edges."

[Ed: A comprehensive article, by SAFCH member Gerard Casius, appeared in Air Enthusiast #22. This article is 20 pages long and contains 28 photos, a map of the Dutch East Indies, a cutaway drawing, and 6 color side-view drawings. Unfortunately, there is no 3-view drawing.]

NEIAF Martin Model 139 WH-2
1/144 scale



Martin Model 166
"Aircraft Yearbook 1938"



NEIAF Martin Model 139 WH-3
Initially Model 166
1/144 scale

